# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM




# Metropolitan Planning Organizations Transportation Management Areas (TMAs)

FY 1996-1998

Approved by the Texas Transportation Commission **November 30, 1995**

Volume 2 of 3

# AUSTIN TRANSPORTATION STUDY

## FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM

## AUSTIN METROPOLITAN AREA

Public Meeting Date: June 12, 1995

Approved by Policy Advisory Committee: Sept. 11, 1995 (with technical corrections 10-9-95)

Section 1

# Introduction

# 1 INTRODUCTION

The Austin Transportation Study (ATS), established in 1973, is the federally designated MPO for the Austin metropolitan area. The purpose of ATS is to coordinate regional transportation planning among the state, three counties, nineteen cities, and the Capital Metropolitan Transportation Authority within the Austin metropolitan area and to approve the use of federal transportation funds. ATS is responsible for the promotion of transportation systems which embrace a variety of modes in a manner that efficiently maximizes the mobility of people and goods with minimal energy consumption, air and water pollution, and negative social impacts.

## 1.1 PURPOSE OF THE TIP

According to ISTEA, the metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected transit operators, shall develop a transportation improvement program for the area for which such organization is designated. In developing the program, the metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program. The program shall be updated at least once every 2 years and shall be approved by the metropolitan planning organization and the Governor.

The transportation improvement program shall include the following:

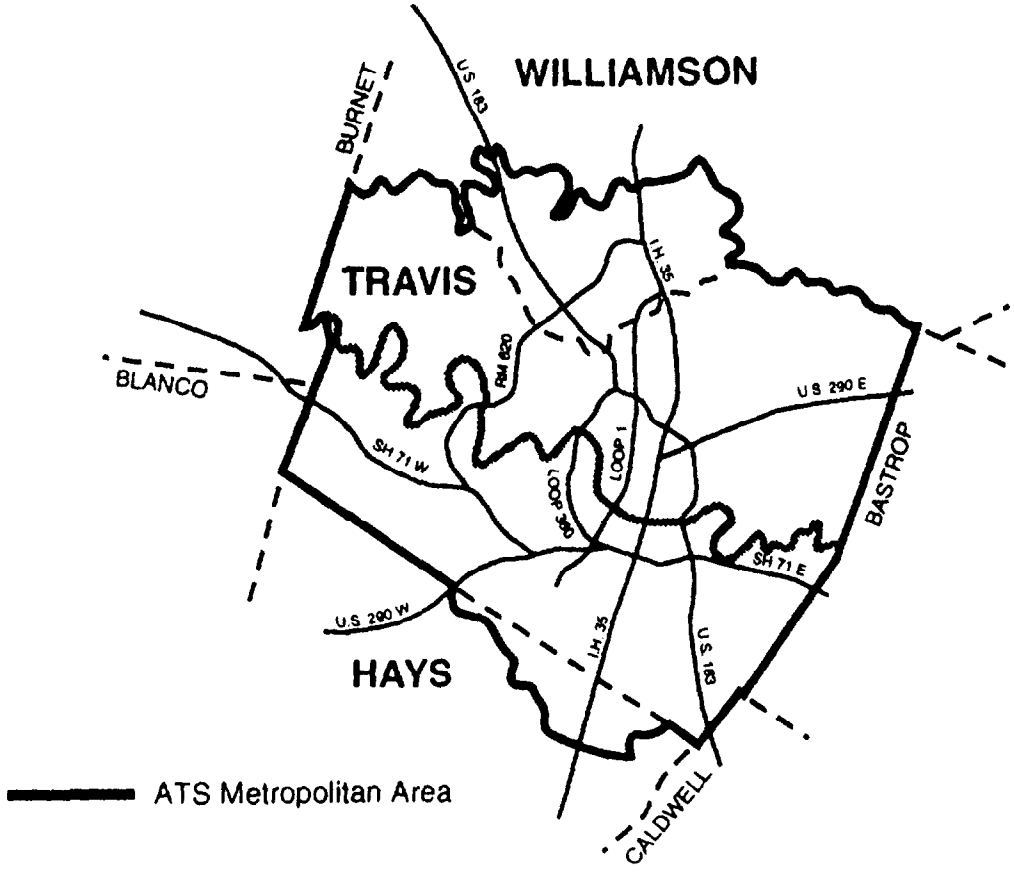
"(A) A priority list of projects and project segments to be carried out within each 3-year period after the initial adoption of the transportation improvement program.

"(B) A financial plan that demonstrates how the transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any innovative financing techniques to finance needed projects and programs, including value capture, tolls, and congestion pricing."

A transportation improvement program for a metropolitan area shall include projects within the area which are proposed for funding under the Surface Transportation Program Title of the ISTEA legislation and the Federal Transit Act and which are consistent with the long range plan developed for the area.

## 1.2 DEFINITION OF THE ATS AREA

The ATS study area is bounded by the Travis County line, and the city limits and extraterritorial jurisdictions (ETJs) of the cities of Austin, Round Rock, Cedar Park, Leander, and Hays as shown below.



## 1.3 PUBLIC INVOLVEMENT PROGRAM

ISTEA includes the following requirement:

> "Before approving a transportation improvement program, a metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with reasonable notice of and an opportunity to comment on the proposed program."

The ATS Public Involvement Program is intended to include all Austin metropolitan area citizens, groups, agencies, and transportation providers in a transportation effort that is proactive and provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and Programs. The Public Involvement Program will integrate the concerns of a wide variety of involved parties and encourage and provide for the greatest level of education of transportation issues. The program will provide opportunities for citizens to contribute ideas and voice opinions early and often, both during and after preparation of draft plans and programs. Every effort will be made to accommodate traditionally underserved audiences including low income and minority households and persons with disabilities. All public hearings and open houses will be held at wheelchair accessible locations as well as locations in the vicinity of scheduled bus routes.

There are three public involvement phases of the *Transportation Improvement Program (TIP)*. Phase 1 covers the TIP project solicitation measures. Public involvement measures for review of the draft *Transportation Improvement Program* and public hearing procedures are outlined in Phase 2. Phase 3 discusses the amendment process to adopted documents.

### 1.3.1 Phase 1 - Solicitation of Transportation Projects

The measures listed below will be used to solicit transportation project recommendations from the public, organizations, agencies, and transportation providers and to obtain citizen feedback regarding the transportation improvement program.

1.3.1.1 Notification & Information Dissemination

a. Place public notice in local newspaper(s) advertising call for projects
b. Mail letters to agencies and transportation providers requesting transportation project recommendations
c. Mail ATS newsletter to entire mailing list announcing "call for projects"
d. Radio/Cable Television interviews, as appropriate
e. Newspaper Articles, as appropriate

1.3.1.2 Citizen and Agency Feedback (Information Collection)

a. ATS PAC Meetings - public communication period
b. Mail-in comment/question card included with Draft TIP.
c. Comment/question cards at PAC, group and organization, and public open house meetings

### 1.3.2 Phase 2 - Review of Draft Transportation Improvement Program and Public Hearing

Phase 2 measures will be used to notify and disseminate information to the public and to obtain citizen feedback regarding the draft Transportation Improvement Program (TIP). The public hearing procedures and description of the availability of the draft TIP for public review are included in Phase 2.

1.3.2.1 Notification & Information Dissemination of the Draft TIP

a. Mail ATS Newsletter to entire mailing list
b. Place public notice in local newspaper(s) stating availability of the draft TIP and Public Hearing
c. Send press release to all appropriate media announcing draft TIP availability
d. Hold open house meetings at three or more dispersed locations: Meetings will be held after regular work hours for greater attendance and participation.
e. Post public hearing notices at The Austin City Hall, Travis County Court House and Texas Register Section of the Office of the Secretary of State.
f. Hold interest group discussions with existing organizations, as appropriate.
g. Radio/cable television interviews, as appropriate
h. Local newspaper articles, as appropriate

1.3.2.2 Citizen and Agency Feedback (Information Collection)

a. ATS PAC Meetings - public communication period
b. Mail-in comment/question card included with Draft TIP.
c. Comment/question cards at PAC, group and organization, and public open house meetings

1.3.2.3 Availability of Draft TIP for Public Review

a. Draft TIP available free of charge
b. Draft TIP Locations
   - All public libraries within ATS metropolitan area
   - ATS office or mailed to persons upon request
   - County Offices (Travis, Williamson, Hays)
   - TxDOT District office
   - ATS Policy Advisory Committee Meetings
c. Public review period will run for at least 30 days

### 1.3.3 Phase 3 - Amendments to the Adopted TIP

Amendments to the adopted TIP are sometimes necessary. To ensure that the public is notified and given opportunity to comment on major revisions to the TIP, ATS will follow the following procedures:

1.3.3.1 Notification & Information Dissemination of Major Amendments to Adopted Documents

a. Announce proposed amendment at Policy Advisory Committee (PAC) Meeting
b. Mail ATS Newsletter to entire mailing list, if timely
c. Place public notice advertisement in local newspaper(s) stating availability of the proposed amendment

1.3.3.2 Citizen and Agency Feedback (Information Collection)

a. Public Hearing at ATS PAC Meeting (one month after announcement of proposed amendment)
b. Mail-in comment/question card available with proposed amendments.
c. Comment/question cards available at PAC meetings
d. Adoption of amendment would occur one month after public communication period at PAC meeting (two months after announcement of proposed amendment)

1.3.3.3 Availability of Proposed Amendments to Adopted TIP for Public Review

a. Proposed amendments to adopted document available free of charge
b. Documents available at the following locations:
   - All public libraries within ATS metropolitan area
   - ATS office (or mailed to persons upon request)
   - County offices (Travis, Williamson, Hays)
   - TxDOT District office
   - ATS Policy Advisory Committee Meetings
c. Public review periods will run at least 30 days

Refer to the ATS Public Involvement Program for listings of locations where citizens can review copies of ATS Plans and the Transportation Improvement Program.

## 1.4 PROJECT EVALUATION CRITERIA FOR STP 4C FUNDING

Each project that is submitted to ATS for federal funding must meet the following basic criteria:

- Be located within the Austin metropolitan area as defined by the ATS Policy Advisory Committee; and be consistent with the Austin Metropolitan Area Transportation Plan (AMATP) adopted on December 12, 1994.

- Have a committed State or local funding match and meet local project funding requirements. A copy of the Policy for Matching Funds (Participation Ratio) is available from TxDOT.

- Roadway projects must have the following current TXDOT functional classifications ("Local" roads are NOT eligible for federal funds): **"Collector" or above** for projects in urban areas; and **"Major collector" or above** for projects in rural areas. If the project is located adjacent to a roadway (e.g. bicycle and pedestrian projects), the adjacent roadway must meet these minimum functional classifications as well.

- The project must be ready for construction (right-of-way acquired, utilities relocated, design completed, matching funds available, etc.) by the fiscal year for which funds are being requested. Therefore, the project should be free of unusual implementation problems which would prevent the project from going to contract in the year for which funds are being requested. Project applicants should contact TxDOT if there is uncertainty regarding the appropriate year to request funds.

In addition, certain specific criteria are used to evaluate project requests. The following is a summary of STP 4C project evaluation criteria approved by the Policy Advisory Committee (PAC). The weight for each of the criteria is listed below:

| | Weight |
|---|---|
| • **Transportation Function Criteria** | |
| - Cost Effectiveness / Travel Time Savings | 40 |
| - Gap Completion | 10 |
| - Safety | 15 |
| - Air Quality | 10 |
| • **Land Use/Community Criteria** | |
| - Compact City/Serve Developed Area | 15 |
| - Neighborhood Preservation | 10 |
| **TOTAL POINTS** | **100** |

## 1.5 PROJECT SELECTION PROCESS

After projects have been prioritized and adopted by the MPO, projects shall be selected for implementation. For metropolitan area projects involving Federal participation, project selection from the TIP shall be carried out by the State in cooperation with the MPO and shall be in conformance with the transportation improvement program for the area.

## 1.6 PROGRESS OF STP 4C PROJECTS FROM PREVIOUS YEARS

Table 1.6.1 lists adopted STP 4C projects that are contracted (or anticipated to be contracted) for FY 1992 through FY 1995

# GLOSSARY

## PROJECT LISTINGS

**CSJ** Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program(PDP).

**PROJ ID** Project Identification - Code assigned by the MPO for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.

**F.CLASS** Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are:

Interstate
Other Urban Freeways and Expressways
Other Principal Arterials
Minor Arterials
Urban Collectors and Rural Major Collectors
Rural Minor Collectors
Urban and Rural Local Streets and Roads

**FED PROG** Federal Funding Category - Major categories of Federal funding as established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Categories are:

| | |
|---|---|
| IC - | Interstate Construction |
| IM - | Interstate Maintenance |
| NHS - | National Highway System |
| STP - | Surface Transportation Program |
| CMAQ - | Congestion & Mitigation Air Quality Funds |
| Bridge - | On/Off System Bridge Rehabilitation |
| DSB - | Donor State Bonus Funds |
| MA - | Minimum Allocation Funds |
| FLHP - | Federal Land Highway Program |
| FTA - | Federal Transit Administration Funding |

**PHASE** Project Phase for Federal Funding (E-Preliminary Engineering, R-Right of Way Acquisition, & C-Construction)

# Federally Funded MPO Projects

AUSTIN
AUSTIN MPO

FY 1996

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| AUSTIN | IH 35 | | IH-M | $369,000 | 04/96 |
| TRAVIS | IH 35 THROUGH AUSTIN | 1 | 2 | 41,000 | / |
| OTHER | IH 35 THROUGH AUSTIN | 8 | C | 0 | |
| 0015-13-243 | REFURBISH GUIDE SIGNS | 0.001 | 1108 | $410,000 | |
| AUSTIN | IH 35 | | IH-M | $1,134,000 | 02/96 |
| TRAVIS | HOWARD LANE | 1 | 2 | 126,000 | / |
| OTHER | US 183 | 6 | C | 0 | |
| 0015-13-253 | SEAL & MICROSURFACE MAIN LANES | 6.345 | 1108 | $1,260,000 | |
| AUSTIN | IH 35 | | IH-M | $990,000 | 04/96 |
| TRAVIS | LP 111 (AIRPORT BLVD) | 5 | 2 | 110,000 | / |
| OTHER | 4TH STREET | 8 | C | 0 | |
| 0015-13-254 | MILL,SEAL,& OVERLAY FRT ROADS | 3.500 | 1108 | $1,100,000 | |
| AUSTIN | IH 35 | | IH-M | $2,056,500 | 03/96 |
| TRAVIS | LP 111 (AIRPORT BLVD) | 1 | 2 | 228,500 | / |
| OTHER | RIVERSIDE DRIVE | 8 | C | 0 | |
| 0015-13-255 | MILL,SEAL,&OV MAIN LANES | 4.000 | 1108 | $2,285,000 | |
| AUSTIN | IH 35 | | IH-M | $270,000 | 08/96 |
| TRAVIS | VARIOUS LOCATIONS IN MPO (ATS) | 1 | 2 | 30,000 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-00-918 | FY96 REPLACE TERMINAL ANCHOR SECTIONS | 0.100 | 1108 | $300,000 | |
| AUSTIN | IH 35 | | IH-M | $180,000 | 08/96 |
| TRAVIS | VARIOUS LOCATIONS IN MPO AREA (ATS) | 1 | 2 | 20,000 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-00-919 | FY 1996 MPO AREA IH MAINTENANCE | 0.100 | 1108 | $200,000 | |
| AUSTIN | US 290 | | NHS-M | $17,120,000 | 01/96 |
| TRAVIS | 492' E OF EAST END WILLIAMSON CREEK BR | 2 | 3A | 4,280,000 | / |
| OTHER | 0.3 MI E OF INDUSTRIAL OAKS | 4 | C | 0 | |
| 0113-09-048 | CONSTRUCT FRONTAGE ROADS AND MAIN LANES & TMS | 1.449 | 1108 | $21,400,000 | |
| AUSTIN | US 290 | | NHS-M | $12,000,000 | 04/96 |
| TRAVIS | 0.2 MI E OF SOUTH CONGRESS | 2 | 3A | 3,000,000 | / |
| OTHER | W OF WOODWARD ST | 6 | C | 0 | |
| 0113-13-072 | PHASE I: IH 35 FRTG RD REVISIONS & IH 35/WOODWARD ST BRIDGE | 0.900 | 1108 | $15,000,000 | |
| AUSTIN | US 183 | | NHS-TMS | $602,880 | 03/96 |
| TRAVIS | WILLIAMSON C/L | 2 | 3D | 150,720 | / |
| OTHER | BALCONES WOODS | 6 | C | 0 | |
| 0151-06-109 | INSTALL FREEWAY TRAFFIC MANAGEMENT SYSTEM | 2.386 | 1108 | $753,600 | |
| AUSTIN | US 183 | | NHS-TMS | $2,023,360 | 11/95 |
| TRAVIS | BALCONES WOODS | 2 | 3D | 505,840 | / |
| OTHER | E OF IH 35 | 6 | C | 0 | |
| 0151-06-110 | INSTALL FREEWAY TRAFFIC MANAGEMENT SYSTEM | 6.252 | 1108 | $2,529,200 | |
| AUSTIN | VA | | STP-TE | $2,738,037 | 06/96 |
| TRAVIS | NORTH CENTRAL AUSTIN | 0 | 4B | 0 | / |
| AUSTIN | SOUTH CENTRAL AUSTIN | 0 | C | 1,260,000 | |
| 0914-04-036 | AUSTIN COMPREHENSIVE URBAN TRAIL SYSTEM | 0.001 | 1108 | $3,998,037 | |
| AUSTIN | VA | | STP-TE | $1,000,000 | 06/96 |
| TRAVIS | 11TH ST AND CONGRESS AVE | 0 | 4B | 0 | / |
| AUSTIN | 13TH ST AND CONGRESS AVE | 0 | C | 1,806,500 | |
| 0914-04-037 | RENOVATE THE ORIGINAL SOUTH CAPITAL GROUNDS | 0.001 | 1108 | $2,806,500 | |
| AUSTIN | VA | | STP-TE | $202,488 | 08/96 |
| TRAVIS | DESSAU ROAD | 0 | 4B | 0 | / |
| PFLUGERVILL | TIMBERBEND DRIVE | 0 | C | 50,622 | |
| 0914-04-039 | BIKEWAYS | 0.001 | 1108 | $253,110 | |

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FY 1996

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|---|---|---|---|---|---|
| AUSTIN | VA | | STP-TE | $102,000 | 06/96 |
| TRAVIS | TRAVIS CO | 0 | 4B | 0 | / |
| AUSTIN | (AUSTIN AND EJT) | 0 | C | 44,000 | |
| 0914-04-040 | INVENTORY OF 500-1000 BILLBOARDS ALONG APPROX. 3500 LINEAR | 0.001 | 1108 | $146,000 | |
| AUSTIN | VA | | STP-TE | $542,245 | 08/96 |
| TRAVIS | SALTILLO PLAZA | 0 | 4B | 0 | / |
| AUSTIN | CITY OF AUSTIN | 0 | C | 135,561 | |
| 0914-04-042 | CONSTRUCTION OF PEDESTRIAN/BIKE FACILITIES AND LANDSCAPING | 0.001 | 1108 | $677,806 | |
| AUSTIN | VA | | STP-TE | $3,792,000 | 08/96 |
| TRAVIS | AT STATE CEMETERY IN AUSTIN | 0 | 4B | 0 | / |
| OTHER | . | 0 | C | 948,000 | |
| 0914-04-047 | HISTORIC STATE CEMETARY | 0.100 | 1108 | $4,740,000 | |
| AUSTIN | VA | | STP-TE | $800,000 | 08/96 |
| TRAVIS | BRIDGE AT BURLESON RD & WEST END OF | 0 | 4B | 0 | / |
| OTHER | CURRENT TRAIL TO MCKINNEY FALLS ST PARK | 0 | C | 200,000 | |
| 0914-04-048 | MOORE'S CROSSING BRIDGE_IN AUSTIN | 0.100 | 1108 | $1,000,000 | |
| AUSTIN | LP 111 | | STP-MM | $376,000 | 08/96 |
| TRAVIS | MANOR ROAD | 3 | 4C | 94,000 | / |
| AUSTIN | BOLM ROAD | 0 | C | 0 | |
| 0151-06-112 | CONSTRUCT SIDEWALKS | 0.001 | 1108 | $470,000 | |
| AUSTIN | VA | | STP-MM | $168,000 | 10/95 |
| TRAVIS | VARIOUS | 0 | 4C | 0 | / |
| OTHER | . | 0 | T | 42,000 | |
| 0914-00-067 | PURCHASE 10 STS SEDANS | 0.001 | 1108 | $210,000 | |
| AUSTIN | VA | | STP-MM | $400,000 | 08/96 |
| TRAVIS | VARIOUS LOCATIONS IN ATS | 0 | 4C | 0 | / |
| AUSTIN | . | 0 | C | 100,000 | |
| 0914-00-996 | CONGESTION DEMAND MANAGEMENT | 0.001 | 1108 | $500,000 | |
| AUSTIN | VA | | STP-MM | $53,200 | 01/96 |
| TRAVIS | PFENNING LANE | 4 | 4C | 0 | / |
| PFLUGERVILL | APPLEWOOD STREET | 0 | C | 13,300 | |
| 0914-04-057 | BIKEPATH CONSTRUCTION | 0.001 | 1108 | $66,500 | |
| AUSTIN | VA | | STP-MM | $32,990 | 08/96 |
| TRAVIS | SALTILLO PLAZA BICYCLE ROUTE | 0 | 4C | 0 | / |
| OTHER | 7TH & COMAL TO TOWN LAKE | 0 | C | 8,248 | |
| 0914-04-905 | CONST BICYCLE ROUTE W/ LANES & SIGNS | 1.300 | 1108 | $41,238 | |
| AUSTIN | VA | | STP-MM | $183,040 | 01/96 |
| TRAVIS | AT 38TH ST & SHOAL CREEK | 0 | 4C | 0 | / |
| AUSTIN | . | 0 | C | 45,760 | |
| 0914-04-912 | CONSTRUCT BICYCLE BRIDGE | 0.100 | 1108 | $228,800 | |
| AUSTIN | VA | | STP-MM | $85,600 | 06/96 |
| TRAVIS | NW CORNER AT BRAZOS & 6TH ST | 0 | 4C | 0 | / |
| AUSTIN | . | 0 | C | 21,400 | |
| 0914-04-913 | CONSTRUCT E 6TH ST RAMP | 0.100 | 1108 | $107,000 | |
| AUSTIN | VA | | STP-MM | $40,000 | 08/96 |
| TRAVIS | LUTHERAN SOCIAL SERVICES OF THE SOUTH | 0 | 4C | 0 | / |
| OTHER | INC. ELDER HAVEN | 0 | T | 10,000 | |
| 0914-04-951 | PURCHASE 1 VEHICLE -ELDERLY & DISABLED | 0.100 | 1108 | $50,000 | |
| AUSTIN | VA | | STP-MM | $35,280 | 08/96 |
| TRAVIS | AUSTIN-TRAVIS COUNTY MHMR CENTER | 0 | 4C | 0 | / |
| OTHER | . | 0 | T | 8,820 | |
| 0914-04-973 | PURCHASE 2 VEHICLES FOR ELDERLY&DISABLED | 0.100 | 1108 | $44,100 | |



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AUSTIN
AUSTIN MPO

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|---|---|---|---|---|---|
| AUSTIN | VA | | STP-MM | $92,196 | 08/96 |
| WILLIAMSON | ON POND SPRGS RD FROM MCNEIL RD | 0 | 4C | 0 | / |
| AUSTIN | US 183 | 0 | C | 23,049 | |
| 0914-05-920 | SHOULDER WIDENING FOR BIKE LANE (BIKE & PEDESTRIAN PROJECTS) | 0.100 | 1108 | $115,245 | |
| AUSTIN | VA | | STP-MM | $16,800 | 08/96 |
| HAYS | MARY LEE SCHOOL- BUDA CAMPUS | 0 | 4C | 0 | / |
| OTHER | TRANSPORTATION FOR ELDERLY AND DISABLED | 0 | T | 4,200 | |
| 0914-33-952 | PURCHASE 1 VEHICLE | 0.100 | 1108 | $21,000 | |
| AUSTIN | FM 2304 | | STP-MM | $3,229,600 | 08/96 |
| TRAVIS | SHILOH LN | 3 | 4C | 807,400 | / |
| AUSTIN | N OF SLAUGHTER CREEK | 2 | C | 0 | |
| 2689-01-017 | ADD 2 LANES AND SHOULDERS | 1.990 | 1108 | $4,037,000 | |
| AUSTIN | FM 734 | | STP-MM | $1,512,800 | 06/96 |
| TRAVIS | IH 35 | 5 | 4C | 378,200 | / |
| AUSTIN | DESSAU ROAD | 0 | C | 0 | |
| 3417-03-002 | CONST 4-LANE ROAD | 2.333 | 1108 | $1,891,000 | |
| AUSTIN | MH | | STP-MM | $2,336,703 | 08/96 |
| TRAVIS | IN AUSTIN ON S CONGRESS AVE FROM OLTORF | 3 | 4C | 0 | / |
| AUSTIN | ST TO US 290- BEN WHITE BLVD | 0 | C | 584,175 | |
| 8068-14-001 | ADD 14' FLUSH MEDIAN AND CURB & GUTTER SECTION | 1.600 | 1108 | $2,920,878 | |
| AUSTIN | RM 2244 | | STP-RE | $2,600,000 | 07/96 |
| TRAVIS | SAINT STEPHENS SCHOOL ROAD | 3 | 4F | 650,000 | / |
| OTHER | LP 360 | 4 | C | 0 | |
| 2102-01-025 | CONTINUOUS LEFT TURN LANE, SHOULDERS, BASE OVERLAY | 1.000 | 1108 | $3,250,000 | |
| AUSTIN | CR | | BRDG-OF | $171,359 | 11/95 |
| HAYS | ON CHAPARRAL DR AT LITTLE BEAR CREEK | 7 | 6B | 21,179 | / |
| OTHER | NBI #141060AA0102001 | 2 | C | 21,393 | FED $171,145 |
| 0914-33-020 | REPLACE BRIDGE | 0.071 | 1108 | $213,931 | ST $21,393 |

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|---|---|---|---|---|---|
| AUSTIN | IH 35 | | IH-M | $900,000 | 08/97 |
| TRAVIS | VARIOUS LOCATIONS ON IH35 | 1 | 2 | 100,000 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-00-910 | 1997 METRO INTERSTATE MAINTENANCE | 0.001 | 1108 | $1,000,000 | |
| AUSTIN | IH 35 | | NHS-M | $4,816,000 | 06/97 |
| WILLIAMSON | S END OF S FORK OF SAN GABRIEL RIVER BR | 1 | 3A | 1,204,000 | / |
| OTHER | FM 3406 | 4 | C | 0 | |
| 0015-09-115 | ADD 1 MAIN LANE IN EACH DIRECTION | 6.800 | 1108 | $6,020,000 | |
| AUSTIN | US 290 | | NHS-M | $7,200,000 | 06/97 |
| TRAVIS | 0.3 MI E OF INDUSTRIAL OAKS | 2 | 3A | 1,800,000 | / |
| OTHER | 0.3 MI E OF BRODIE LN | 4 | C | 0 | |
| 0113-09-051 | PHASE III: CONST LOOP 1 MAIN LANE STRUCTURES - INTERCHANGE | 1.700 | 1108 | $9,000,000 | |
| AUSTIN | US 183 | | STP-SA | $16,000 | 04/97 |
| TRAVIS | AT FM 1327 | 3 | 4A | 4,000 | / |
| OTHER | . | 4 | C | 0 | |
| 0152-01-054 | INSTALL OVERHEAD FLASHING BEACON | 0.100 | 1108 | $20,000 | |
| AUSTIN | SH 71 | | STP-SA | $16,000 | 04/97 |
| TRAVIS | AT SOUTHWEST PARKWAY | 3 | 4A | 4,000 | / |
| OTHER | . | 4 | C | 0 | |
| 0700-03-069 | INSTALL OVERHEAD FLASHING BEACON | 0.100 | 1108 | $20,000 | |
| AUSTIN | RM 2222 | | STP-SA | $395,200 | 04/97 |
| TRAVIS | W OF MT. BONNELL RD | 3 | 4A | 98,800 | / |
| OTHER | E OF BONNELL VISTA | 4 | C | 0 | |
| 2100-01-033 | INSTALL CONTINUOUS TURN LANE | 0.400 | 1108 | $494,000 | |
| AUSTIN | FM 734 | | STP-SA | $24,000 | 08/97 |
| TRAVIS | AT MCNEIL DRIVE | 3 | 4A | 6,000 | / |
| OTHER | . | 6 | C | 0 | |
| 3417-01-015 | ADD DUAL LEFT TURN LANE | 0.100 | 1108 | $30,000 | |
| AUSTIN | VA | | STP-TE | $953,251 | 08/97 |
| TRAVIS | WEST RIVERSIDE DR TO B.R. REYNOLDS DR | 0 | 4B | 0 | / |
| AUSTIN | S 1ST ST CUTOFF/LAMAR BRIDGE | 0 | C | 448,589 | |
| 0914-04-038 | HIKE/BIKE TRAIL ADDITIONS TO TOWN LAKE | 0.001 | 1108 | $1,401,840 | |
| AUSTIN | VA | | STP-TE | $821,307 | 08/97 |
| TRAVIS | AUSTIN CONVENTION CENTER & 4TH ST STA | 0 | 4B | 0 | / |
| AUSTIN | CITY OF MCNEIL | 0 | C | 205,327 | |
| 0914-04-041 | PRESERVE AND REHAB 16 MI OF TXNOSPRR | 0.001 | 1108 | $1,026,634 | |
| AUSTIN | LP 275 | | STP-MM | $120,000 | 08/97 |
| TRAVIS | US 183 | 3 | 4C | 30,000 | / |
| OTHER | PEYTON GIN ROAD | 0 | C | 0 | |
| 0015-11-933 | SIDEWALKS | 1.000 | 1108 | $150,000 | |
| AUSTIN | US 290 | | STP-MM | $104,000 | 11/96 |
| TRAVIS | AT TARA LANE | 3 | 4C | 26,000 | / |
| AUSTIN | . | 0 | C | 0 | |
| 0113-08-054 | ADD LEFT TURN | 0.161 | 1108 | $130,000 | |
| AUSTIN | LP 343 | | STP-MM | $120,000 | 08/97 |
| TRAVIS | BARTON SKYWAY | 3 | 4C | 30,000 | / |
| OTHER | US 290 | 0 | C | 0 | |
| 0113-09-934 | SIDEWALKS | 1.000 | 1108 | $150,000 | |
| AUSTIN | SP 69 | | STP-MM | $1,893,253 | 06/97 |
| TRAVIS | LAMAR BLVD | 5 | 4C | 473,313 | / |
| AUSTIN | AIRPORT BLVD | 4 | C | 0 | |
| 0114-01-045 | RECONSTRUCT TO 4-LN DIVIDED | 1.313 | 1108 | $2,366,566 | |

PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

FY 1997

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| AUSTIN | VA | | STP-MM | $800,000 | 08/97 |
| TRAVIS | AT VARIOUS LOCATIONS ON MAJOR ARTERIALS | 2 | 4C | 200,000 | / |
| OTHER | NOISE ABATEMENT | 0 | C | 0 | |
| 0914-00-917 | CONSTRUCT NOISE BARRIER WALLS | 0.100 | 1108 | $1,000,000 | |
| AUSTIN | VA | | STP-MM | $400,000 | 08/97 |
| TRAVIS | VARIOUS LOCATIONS IN ATS | 0 | 4C | 0 | / |
| OTHER | . | 0 | C | 100,000 | |
| 0914-00-997 | CONGESTION DEMAND MANAGEMENT | 0.001 | 1108 | $500,000 | |
| AUSTIN | CR | | STP-MM | $2,800,000 | 06/97 |
| TRAVIS | FM 1825 | 4 | 4C | 0 | / |
| AUSTIN | DESSAU ROAD | 0 | C | 700,000 | |
| 0914-04-034 | CONSTRUCT 2-LN ROAD | 3.000 | 1108 | $3,500,000 | |
| AUSTIN | VA | | STP-MM | $160,000 | 08/97 |
| TRAVIS | ON LOHMANS CROSSING RD FROM RM 620 | 7 | 4C | 40,000 | / |
| OTHER | LAKEWAY CITY LIMITS | 0 | E | 0 | |
| 0914-04-916 | PE FOR 4-LN DIVIDED URBAN RDWY | 1.230 | 1108 | $200,000 | |
| AUSTIN | VA | | STP-MM | $374,400 | 08/97 |
| TRAVIS | US 183 | 5 | 4C | 0 | / |
| AUSTIN | BRAKER LANE | 0 | C | 93,600 | |
| 0914-04-930 | CREATE BIKE TRAIL | 0.100 | 1108 | $468,000 | |
| AUSTIN | VA | | STP-MM | $36,000 | 08/97 |
| TRAVIS | NEW EANES ELEMENTARY SCHOOL ON | 0 | 4C | 0 | / |
| OTHER | SOUTH SIDE OF CEDAR STREET | 0 | C | 9,000 | |
| 0914-04-931 | CONST SIDEWALK | 0.380 | 1108 | $45,000 | |
| AUSTIN | VA | | STP-MM | $144,000 | 08/97 |
| TRAVIS | ON SLAUGHTER LANE FROM BOWIE HIGH | 3 | 4C | 0 | / |
| OTHER | SCHOOL TO ESCARPMENT BLVD | 0 | C | 36,000 | |
| 0914-04-932 | CONST SIDEWALK ON S SIDE | 1.700 | 1108 | $180,000 | |
| AUSTIN | VA | | STP-MM | $148,235 | 08/97 |
| TRAVIS | BICYCLE PARKING | 0 | 4C | 0 | / |
| OTHER | VARIOUS LOCATIONS IN AUSTIN AREA | 0 | C | 37,059 | |
| 0914-04-933 | PURCHASE AND INSTALL BICYCLE RACKS | 0.100 | 1108 | $185,294 | |
| AUSTIN | VA | | STP-MM | $36,574 | 08/97 |
| TRAVIS | CLARKSVILLE ACCESS | 0 | 4C | 0 | / |
| OTHER | LP 1 AT 5TH & 6TH STREETS | 0 | C | 9,144 | |
| 0914-04-935 | CONST RAMP FROM EW TRAIL TO JOHNSON CRK TRAIL | 0.280 | 1108 | $45,718 | |
| AUSTIN | VA | | STP-MM | $112,815 | 08/97 |
| TRAVIS | RED BUD TRAIL BIKEWAY IMPROVEMENTS | 0 | 4C | 0 | / |
| OTHER | AT STRATFORD DRIVE | 0 | C | 28,204 | |
| 0914-04-938 | WIDEN RED BUD FOR BIKEWAY | 0.100 | 1108 | $141,019 | |
| AUSTIN | VA | | STP-MM | $83,720 | 08/97 |
| TRAVIS | TRAFFIC SIGNAL SENSORS | 0 | 4C | 0 | / |
| OTHER | VARIOUS LOCATIONS | 0 | C | 20,930 | |
| 0914-04-939 | INSTALL BICYCLE SENSITIVE SENSORS | 0.100 | 1108 | $104,650 | |
| AUSTIN | VA | | STP-MM | $106,090 | 08/97 |
| TRAVIS | ON SOUTH FIRST STREET FROM DITTMAR LANE | 0 | 4C | 0 | / |
| OTHER | THELMA DRIVE | 0 | C | 26,522 | |
| 0914-04-952 | CONSTRUCT SIDEWALKS ON E SIDE | 0.700 | 1108 | $132,612 | |
| AUSTIN | CS | | STP-MM | $3,201,291 | 06/97 |
| WILLIAMSON | US 183 ON ANDERSON MILL RD | 5 | 4C | 800,323 | / |
| AUSTIN | FM 734 | 2 | C | 0 | |
| 0914-05-072 | RECONSTRUCT TO 4-LN URBAN | 2.300 | 1108 | $4,001,614 | |

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AUSTIN
AUSTIN MPO

FY 1997

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| AUSTIN | CS | | STP-MM | $254,709 | 06/97 |
| WILLIAMSON | US 183 ON ANDERSON MILL RD | 5 | 4C | 63,677 | / |
| AUSTIN | FM 734 | 0 | C | 0 | |
| 0914-05-077 | CONSTRUCT SIDEWALKS | 2.300 | 1108 | $318,386 | |
| AUSTIN | RM 2222 | | STP-MM | $639,000 | 08/97 |
| TRAVIS | WESTSLOPE CIRCLE | 3 | 4C | 261,000 | / |
| OTHER | CREEK MOUNTAIN ROAD | 0 | C | 0 | FED $640K |
| 2100-01-910 | FY 97 ADD CONTINUOUS LEFT TURN LANE | 0.950 | 1108 | $900,000 | ST $260K |
| AUSTIN | FM 2304 | | STP-MM | $1,083,200 | 07/97 |
| TRAVIS | MATTHEWS LN | 3 | 4C | 270,800 | / |
| AUSTIN | SHILOH LN | 2 | C | 0 | |
| 2689-01-018 | ADD 2 LANES AND SHOULDERS | 0.780 | 1108 | $1,354,000 | |
| AUSTIN | MH | | STP-MM | $1,760,000 | 06/97 |
| TRAVIS | ON WM CANNON FROM PLEASANT VALLEY RD | 3 | 4C | 440,000 | / |
| AUSTIN | SCENIC LOOP | 0 | C | 0 | AUSTIN $300K |
| 8050-14-004 | UPGRADE TO URBAN SECTION | 0.500 | 1108 | $2,200,000 | TRAVIS CO $2.86M |
| AUSTIN | CR | | BRDG-OF | $146,583 | 11/96 |
| TRAVIS | ON CR 1498 (WEISS LN) AT BRANCH OF | 7 | 6B | 18,117 | / |
| OTHER | WILBARGER CREEK | 1 | C | 18,300 | FED$146.4K |
| 0914-04-032 | REPLACE BRIDGE AND APPROACHES | 0.095 | 1108 | $183,000 | ST $18.3K |
| AUSTIN | CS | | BRDG-OF | $144,180 | 08/97 |
| TRAVIS | ON NIXON LN IN AUSTIN AT BRANCH OF | 7 | 6B | 17,820 | / |
| OTHER | WALNUT CRK | 2 | C | 18,000 | FED$144K,ST $18K |
| 0914-04-035 | REPLACE BRIDGE & APPROACHES | 0.100 | 1108 | $180,000 | |
| AUSTIN | CR | | BRDG-OF | $138,573 | 04/97 |
| TRAVIS | ON FUCHS GROVE RD AT WILBARGER CREEK | 7 | 6B | 17,127 | / |
| OTHER | AA15-01-003 | 2 | C | 17,300 | FED$138.4K |
| 0914-04-953 | REPLACE BRIDGE & APPROACHES | 0.100 | 1108 | $173,000 | ST $17.3K |
| AUSTIN | CR | | BRDG-OF | $160,200 | 04/97 |
| TRAVIS | ON CIRCLE S ROAD AT BOGGY CREEK | 7 | 6B | 19,800 | / |
| OTHER | 8036-47-001 | 2 | C | 20,000 | FED$160K,ST $20K |
| 0914-04-981 | REPLACE BRIDGE & APPROACHES | 0.100 | 1108 | $200,000 | |

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AUSTIN
AUSTIN MPO

FY 1998

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| AUSTIN | IH 35 | | IH-C | $14,850,000 | 11/97 |
| TRAVIS | IH 35/US290 INTERCHANGE IN N. AUSTIN | 3 | 1 | 1,650,000 | / |
| OTHER | . | 8 | C | 0 | |
| 0015-13-236 | CONSTRUCT DIRECT CONNECTIONS | 1.000 | 1108 | $16,500,000 | |
| AUSTIN | IH 35 | | IH-M | $2,340,000 | 08/98 |
| TRAVIS | VARIOUS LOCATIONS DISTRICTWIDE | 1 | 2 | 260,000 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-00-922 | FY 1998 URBAN IH MAINTENANCE | 0.100 | 1108 | $2,600,000 | |
| AUSTIN | US 290 | | NHS-TMS | $1,233,600 | 01/98 |
| TRAVIS | E OF WILLIAMSON CREEK | 2 | 3D | 308,400 | / |
| OTHER | LOOP 360 | 6 | C | 0 | |
| 0113-09-057 | COMPLETE CONDUIT& DETECTION AND INSTALL FREEWAY TRAFFIC | 3.855 | 1108 | $1,542,000 | |
| AUSTIN | US 290 | | NHS-TMS | $815,040 | 09/97 |
| TRAVIS | LOOP 360 | 2 | 3D | 203,760 | / |
| OTHER | LOOP 275 (CONGRESS AVE) | 6 | C | 0 | |
| 0113-13-109 | INSTALL FREEWAY TRAFFIC MANAGEMENT SYSTEM | 2.154 | 1108 | $1,018,800 | |
| AUSTIN | LP 1 | | NHS-TMS | $1,662,480 | 06/98 |
| TRAVIS | BRAKER LANE | 2 | 3D | 415,620 | / |
| OTHER | FAR WEST BLVD. | 6 | C | 0 | |
| 3136-01-091 | INSTALL CONDUIT & DETECTION AND FREEWAY TRAFFIC MANAGEMENT | 3.197 | 1108 | $2,078,100 | |
| AUSTIN | RM 1431 | | STP-SA | $960,000 | 04/98 |
| TRAVIS | AT WIRE RD WEST OF CEDAR PARK | 5 | 4A | 240,000 | / |
| OTHER | . | 4 | C | 0 | |
| 1378-01-019 | REALIGN CURVE | 0.200 | 1108 | $1,200,000 | |
| AUSTIN | VA | | STP-MM | $240,000 | 08/98 |
| TRAVIS | VARIOUS LOCATIONS IN MPO | 0 | 4C | 60,000 | / |
| OTHER | AUSTIN TRANSPORTATION STUDY | 0 | C | 0 | |
| 0914-00-914 | FY 98 CONGESTION DEMAND MANAGEMENT | 0.100 | 1108 | $300,000 | |
| AUSTIN | VA | | STP-MM | $1,200,000 | 08/98 |
| TRAVIS | AT VARIOUS LOCATIONS ON MAJOR ARTERIALS | 2 | 4C | 300,000 | / |
| OTHER | NOISE ABATEMENT | 0 | C | 0 | |
| 0914-00-915 | CONSTRUCT NOISE BARRIER WALLS | 0.100 | 1108 | $1,500,000 | |
| AUSTIN | VA | | STP-MM | $400,000 | 08/98 |
| TRAVIS | IH 35 | 4 | 4C | 100,000 | / |
| OTHER | DESSAU RD | 0 | E | 0 | |
| 0914-04-914 | PE FOR 4-LN DIVIDED URBAN RDWY | 2.540 | 1108 | $500,000 | |
| AUSTIN | VA | | STP-MM | $304,000 | 08/98 |
| TRAVIS | SOUTHWEST PKWY AT SH71 | 4 | 4C | 76,000 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-04-988 | INTERSECTION IMPROVEMENTS | 0.100 | 1108 | $380,000 | |
| AUSTIN | RM 2222 | | STP-MM | $3,010,747 | 06/98 |
| TRAVIS | LP 1 | 3 | 4C | 752,687 | / |
| AUSTIN | LAMAR BLVD | 4 | C | 0 | |
| 2100-01-032 | RECONSTRUCT TO 4-LN DIVIDED | 2.088 | 1108 | $3,763,434 | |
| AUSTIN | RM 2222 | | STP-MM | $639,000 | 08/98 |
| TRAVIS | WESTSLOPE CIRCLE | 3 | 4C | 261,000 | / |
| OTHER | CREEK MOUNTAIN ROAD | 0 | C | 0 | PROJECT"A";FED |
| 2100-01-911 | FY 98 ADD CONTINUOUS LEFT TURN LANE | 0.950 | 1108 | $900,000 | $640K,ST $260K |
| AUSTIN | IH 35 | | BRDG-ON | $1,689,600 | 08/98 |
| TRAVIS | IH 35 NB AT WILLIAMSON CREEK | 1 | 6A | 422,400 | / |
| OTHER | . | 6 | C | 0 | |
| 0015-13-903 | REPLACE BRIDGE & APPROACHES | 0.100 | 1108 | $2,112,000 | |

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AUSTIN
AUSTIN MPO

FY 1998

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>REVISION DATE<br>COMMENTS |
|---|---|---|---|---|---|
| AUSTIN | IH 35 | | BRDG-ON | $1,689,600 | 08/98 |
| TRAVIS | IH 35 SB AT WILLIAMSON CREEK | 1 | 6A | 422,400 | / |
| OTHER | . | 6 | C | 0 | |
| 0015-13-904 | REPLACE BRIDGE & APPROACHES | 0.100 | 1108 | $2,112,000 | |
| AUSTIN | US 290 | | BRDG-ON | $680,000 | 08/98 |
| TRAVIS | ON US 290 WB AT DRAW & PROPOSED SH 130 | 3 | 6A | 170,000 | / |
| OTHER | . | 4 | C | 0 | |
| 0114-02-910 | REPLACE BRIDGE & APPROACHES | 0.100 | 1108 | $850,000 | |

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# State Funded MPO Projects

FY 1996

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| AUSTIN | US 290 | | PM | $0 | 03/96 |
| TRAVIS | IH 35 | 0 | 7 | 900,000 | / |
| OTHER | E OF CROSS PARK DRIVE | 0 | C | 0 | |
| 0114-01-047 | OVERLAY & 1CST | 2.520 | 1108 | $900,000 | |
| AUSTIN | US 183 | | PM | $0 | 03/96 |
| TRAVIS | COLORADO RIVER BRIDGE | 0 | 7 | 300,000 | / |
| OTHER | S OF US 71 | 0 | C | 0 | |
| 0265-01-083 | MICROSURFACE & 1CST | 2.700 | 1108 | $300,000 | |
| AUSTIN | SH 71 | | PM | $0 | 02/96 |
| TRAVIS | FM 973 | 0 | 7 | 400,000 | / |
| OTHER | BASTROP C/L | 0 | C | 0 | |
| 0265-02-023 | TWO COURSE SURFACE TREATMENT | 7.089 | 1108 | $400,000 | |
| AUSTIN | FM 1100 | | PM | $0 | 02/96 |
| TRAVIS | BASTROP C/L | 0 | 7 | 71,700 | / |
| OTHER | US 290 | 0 | C | 0 | |
| 1234-01-008 | SEAL COAT | 6.533 | 1108 | $71,700 | |
| AUSTIN | FM 1626 | | PM | $0 | 02/96 |
| TRAVIS | HAYS C/L | 0 | 7 | 121,000 | / |
| OTHER | 1.5 MI W OF IH 35 | 0 | C | 0 | |
| 1539-02-022 | TWO COURSE SURFACE TREATMENT | 2.740 | 1108 | $121,000 | |
| AUSTIN | VA | | PARK | $0 | 08/96 |
| TRAVIS | AT BRIGHT LEAF STATE NATURAL AREA | 0 | 9 | 216,600 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-04-058 | ADD PARKING AREA & SIDEWALKS | 0.100 | 1108 | $216,600 | |
| AUSTIN | VA | | 10 | $240,000 | 08/96 |
| TRAVIS | VARIOUS LOCATIONS | 7 | 10 | 0 | / |
| OTHER | . | 0 | C | 60,000 | COV |
| 0914-00-065 | AUSTIN CENTRAL BUSINESS DISTRICT SIGNAL PRE-EMPTION SYSTEM | 0.100 | 1108 | $300,000 | |
| AUSTIN | VA | | 10 | $0 | 08/96 |
| TRAVIS | VARIOUS LOCATIONS DISTRICTWIDE | 0 | 10 | 257,963 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-00-966 | FY96 TRAFFIC SIGNALS (NSS IN MPO) | 0.100 | 1108 | $257,963 | |
| AUSTIN | RM 2244 | | DISCR | $0 | 12/95 |
| TRAVIS | AT CAMP CRAFT, WESTLAKE, & WESTBANK DR.S | 3 | 11 | 155,000 | / |
| OTHER | . | 4 | C | 0 | |
| 2102-01-039 | WIDEN RDWY TO INCLUDE 11.5' RIGHT TURN LANES AT 3 LOCATIONS | 0.300 | 1108 | $155,000 | |
| AUSTIN | RM 2769 | | DISCR | $0 | 02/96 |
| TRAVIS | AT CYPRESS CREEK | 5 | 11 | 65,000 | / |
| OTHER | . | 0 | C | 0 | |
| 2718-01-007 | EROSION CONTROL | 0.100 | 1108 | $65,000 | |
| AUSTIN | US 290 | | MISC | $0 | 09/96 |
| TRAVIS | AT LP 360 INTERCHANGE | 3 | 16 | 230,000 | / |
| OTHER | . | 0 | C,E | 0 | |
| 0113-13-112 | LANDSCAPING | 0.001 | 1108 | $230,000 | |
| AUSTIN | LP 111 | | MISC | $0 | 03/96 |
| TRAVIS | WILSHIRE BLVD | 0 | 16 | 0 | / |
| OTHER | MANOR ROAD | 0 | C | 450,000 | |
| 0151-06-905 | CONSTRUCT SIDEWALKS | 0.750 | 1108 | $450,000 | |
| AUSTIN | FM 734 | | MISC | $0 | 12/95 |
| TRAVIS | IH 35 | 5 | 16 | 1,200,000 | / |
| OTHER | DESSAU ROAD | 0 | C | 0 | |
| 3417-03-901 | CONST 4-LANE ROAD | 2.330 | 1108 | $1,200,000 | |

AUSTIN
AUSTIN MPO

FY 1997

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| AUSTIN | VA | | PM | $0 | 02/97 |
| TRAVIS | VARIOUS LOCATIONS DISTRICTWIDE | 0 | 7 | 2,330,504 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-00-978 | FY97 PREVENTATIVE MAINTENANCE | 0.100 | 1108 | $2,330,504 | |
| AUSTIN | VA | | 10 | $0 | 08/97 |
| TRAVIS | VARIOUS LOCATIONS DISTRICTWIDE | 0 | 10 | 257,963 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-00-934 | FY97 TRAFFIC SIGNALS (NSS IN MPO) | 0.100 | 1108 | $257,963 | |
| AUSTIN | US 290 | | MISC | $0 | 03/97 |
| TRAVIS | AT LP 1 | 3 | 16 | 200,000 | / |
| OTHER | . | 0 | C | 0 | |
| 0113-13-110 | LANDSCAPING | 0.100 | 1108 | $200,000 | |

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AUSTIN
AUSTIN MPO

FY 1998

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| AUSTIN | VA | | PM | $0 | 08/98 |
| TRAVIS | VARIOUS LOCATIONS DISTRICTWIDE | 0 | 7 | 1,020,745 | / |
| OTHER | . | 2 | C | 0 | |
| 0914-00-989 | FY98 PREVENTATIVE MTC IN MPO | 0.100 | 1108 | $1,020,745 | |
| AUSTIN | VA | | 10 | $0 | 08/98 |
| TRAVIS | VARIOUS LOCATIONS DISTRICTWIDE | 0 | 10 | 257,963 | / |
| OTHER | . | 0 | C | 0 | |
| 0914-00-945 | FY98 NSS SIGNALS IN MPO | 0.100 | 1108 | $257,963 | |

PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

# MPO Transit Projects

AUSTIN MPO - TRANSIT PROJECTS
Transportation Improvement Program
FY1996 Projects by Type

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| AUSTIN<br>TRAVIS | FEDERAL TRANSIT ADMIN. SEC 16<br>MARBRIDGE FOUNDATION<br><br>REPLACEMENTOF 2 STANDARD VANS | 96-T16-1<br><br>NA<br>0.0 | 16<br><br>E,C<br>AUSTIN | $ 50.0<br>$ 0.0<br>$ 11.5<br>$ 52.5 | |
| AUSTIN<br>TRAVIS | FEDERAL TRANSIT ADMIN. SEC. 16<br>PATHWAYS COMMUNITY COUNSELING<br><br>PURCHASE OF ONE VAN | 96-T16-2<br><br>NA<br>0.0 | 16<br><br>E,C<br>AUSTIN | $ 7.9<br>$ 0.0<br>$ 22.8<br>$ 30.7 | |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV. TO CNG<br>FIXED ROUTE SERVICE BUSES<br><br>SEE COMMENT SECTION | 96-T1-BUS<br><br>NA<br>0.0 | 09<br><br>C,E<br>AUSTIN | $ 8,293.3<br>$ 0.0<br>$ 2,073.3<br>$ 10,366.6 | PURCHASE 52 BUSES; SEATS FOR<br>UT SHUTTLE BUSES |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT/PASSENGER AMENITIES<br>PASSENGER SHELTERS, BENCHES,<br>AND LITTER CONTAINERS<br>SEE COMMENT SECTION | 96-T7-BUS<br><br>NA<br>0.0 | 09<br><br>C,E<br>AUSTIN | $ 964.8<br>$ 0.0<br>$ 241.2<br>$ 1,206.0 | 150 SHELTERS, 150 BENCHES,<br>1,275 LITTER CONTAINERS &<br>1,500 BENCH/SHELTERS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | SECTION 9 PROJECT CONTINGENCY | 96-T8C<br><br>NA<br>0.0 | 09<br><br>C,E,R<br>AUSTIN | $ 551.6<br>$ 0.0<br>$ 137.9<br>$ 689.5 | |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV TO CNG FUEL<br>TRANSIT SYSTEM SUPPORT<br>VEHICLES<br>SEE COMMENT SECTION | 96-T2-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 172.2<br>$ 0.0<br>$ 43.1<br>$ 215.3 | PURCHASE 14 VEHICLES |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV TO CNG FUEL<br>TRANSIT SYSTEM SUPPORT<br>EQUIPMENT<br>SEE COMMENT SECTION | 96-T3-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 230.6<br>$ 0.0<br>$ 57.6<br>$ 288.2 | REPLACE VEHICLE DIAGONSTIC<br>EQUIPMENT |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV TO CNG FUEL<br>ASSOCIATED CAPITAL MAINTENANCE<br><br>SEE COMMENT SECTION | 96-T4-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 1,149.0<br>$ 0.0<br>$ 287.3<br>$ 1,436.3 | ENGINE AND TRANSMISSION<br>REBUILDS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT/PASSENGER AMENITIES<br>SECURITY CAMERAS FOR BUS<br>INTERIORS<br>SEE COMMENT SECTION | 96-T5-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 104.0<br>$ 0.0<br>$ 26.0<br>$ 130.0 | PURCHASE AND INSTALL CAMERAS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT/PASSENGER AMENITIES<br>PASSENGER INFORMATION SYSTEM<br><br>SEE COMMENT SECTION | 96-T6-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 118.8<br>$ 0.0<br>$ 29.7<br>$ 148.5 | SIGNAGE, AUTOMATED INFORMATION<br>KIOSKS, ETC. |

09/25/95

AUSTIN MPO - TRANSIT PROJECTS
Transportation Improvement Program
FY1997 Projects by Type

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV. TO CNG<br>FIXED ROUTE SERVICE BUSES<br><br>SEE COMMENT SECTION | 97-T1-BUS<br><br>NA<br>0.0 | 03<br><br>E,C<br>AUSTIN | $ 5,040.9<br>$ 0.0<br>$ 5,040.9<br>$ 10,081.8 | <br><br>PURCHASE 42 BUSES |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | FLEET AUTOMATION & PRODUCTIV.<br>SMART BUS FLEET EXPANSION<br><br>SEE COMMENT SECTION | 97-T3-BUS<br><br>NA<br>0.0 | 09<br><br>C,E<br>AUSTIN | $ 202.6<br>$ 0.0<br>$ 50.7<br>$ 253.3 | <br><br>RADIOS, FAREBOXES,MESSAGING<br>SIGNS, GPS SENSORS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV. TO CNG<br>IN-HOUSE VAN POOL PROGRAM-VANS<br><br>SEE COMMENT SECTION | 97-T2-BUS<br><br>NA<br>0.0 | 09<br><br>C,E<br>AUSTIN | $ 3,540.0<br>$ 0.0<br>$ 885.0<br>$ 4,425.0 | <br><br>PURCHASE 177 VANS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FACILITY DEVELOPMENT<br>PARK AND RIDE LOTS<br><br>SEE COMMENT SECTION | 97-T4-BUS<br><br>NA<br>0.0 | 09<br><br>C,E<br>AUSTIN | $ 3,100.0<br>$ 0.0<br>$ 775.0<br>$ 3,875.0 | <br><br>CONSTRUCT 3 PARK AND RIDE LOTS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | LIGHT RAIL TRANSIT<br>LIGHT RAIL ENGINEERING AND<br>DESIGN<br>SEE COMMENT SECTION | 97-T8-RAIL<br><br>NA<br>0.0 | 03<br><br>C,E,R<br>AUSTIN | $ 3,970.0<br>$ 0.0<br>$ 7,940.0<br>$ 11,910.3 | <br><br>DESIGN AND ENGINEERING FOR THE<br>LINE TO AUSTIN'S NEW BERGSTROM<br>AIRPORT |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FACILITY DEVELOPMENT<br>TRANSFER CENTERS<br><br>SEE COMMENT SECTION | 97-T5-BUS<br><br>NA<br>0.0 | 09<br><br>E,C,R<br>AUSTIN | $ 960.0<br>$ 0.0<br>$ 240.0<br>$ 1,200.0 | <br><br>NORTHCROSS MALL, EAST AUSTIN<br>AND WM. CANNON/WOODHUE |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | SEC. 3 & 9 PROJECT CONTINGENCY<br><br><br>SEE COMMENT SECTION | 97-T9C<br><br>NA<br>0.0 | 03,09<br><br>C,E,R<br>AUSTIN | $ 688.3<br>$ 0.0<br>$ 379.1<br>$ 1,067.4 | <br><br>SECTION 3 FEDERAL SHARE OF<br>CONTINGENCY IS $252,045;<br>SECTION 9 FEDERAL SHARE OF<br>CONTINGENCY IS $436,262 |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FACILITY DEVELOPMENT<br>FACILITY RENOVATIONS<br><br>SEE COMMENT SECTION | 97-T6-BUS<br><br>NA<br>0.0 | 09<br><br>C,E,R<br>AUSTIN | $ 748.0<br>$ 0.0<br>$ 187.0<br>$ 935.0 | <br><br>ADMINISTRATIVE AND VEHICLE<br>MAINTENANCE CENTERS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FACILITY DEVELOPMENT<br>MAINTENANCE EQPMT & MACHINARY<br><br>SEE COMMENT SECTION | 97-T7-BUS<br><br>NA<br>0.0 | 03<br><br>C,E<br>AUSTIN | $ 174.6<br>$ 0.0<br>$ 43.7<br>$ 218.3 | <br><br>PURCHASE MAINTENANCE EQUIPMENT |

AUSTIN MPO - TRANSIT PROJECTS
Transportation Improvement Program
FY1998 Projects by Type

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METR) | LIGHT RAIL TRANSIT<br>1996 FINAL DESIGN & ENGINEERNG<br>ROW ACQUISITION, LRT VEHICLES | 98-T12-RAIL<br><br>NA<br>0.0 | 03<br><br>C,E,R<br>AUSTIN | $ 10,790.0<br>$ 0.0<br>$ 10,790.0<br>$ 21,580.0 | |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV. TO CNG<br>FIXED ROUTE SERVICE BUSES<br><br>SEE COMMENT SECTION | 98-T1-BUS<br><br>NA<br>0.0 | 03<br><br>E,C<br>AUSTIN | $ 16,200.0<br>$ 0.0<br>$ 16,200.0<br>$ 32,401.6 | <br><br>PURCHASE 96 BUSES |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV. TO CNG<br>TRANSIT SYSTEM SUPPORT<br>VEHICLES<br>SEE COMMENT SECTION | 98-T2-BUS<br><br>NA<br>0.0 | <br><br>E,C<br>AUSTIN | $ 95.9<br>$ 0.0<br>$ 23.9<br>$ 119.8 | <br><br>PURCHASE 7 VEHICLES |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV. TO CNG<br>IN-HOUSE VAN POOL PROGRAM-VANS<br><br>SEE COMMENT SECTION | 98-T3-BUS<br><br><br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 600.0<br>$ 0.0<br>$ 150.0<br>$ 750.0 | <br><br>PURCHASE 30 VANS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV. TO CNG<br>TRANSIT SYSTEM SUPPORT<br>EQUIPMENT<br>SEE COMMENT SECTION | 98-T4-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 460.6<br>$ 0.0<br>$ 115.2<br>$ 575.8 | <br><br>VEHICLE DIAGONSTIC EQUIPMENT |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FLEET CONV. TO CNG<br>ASSOCIATED CAPITAL MAINTENANCE<br><br>SEE COMMENT SECTION | 98-T5-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 116.2<br>$ 0.0<br>$ 29.1<br>$ 145.3 | <br><br>ENGINE AND TRANSMISSION<br>REBUILDS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | FLEET AUTOMAT. & PRODUCTIVITY<br>SMART BUS FLEET EXPANSION<br><br>SEE COMMENT SECTION | 98-T6-BUS<br><br>NAHJN<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 310.5<br>$ 0.0<br>$ 56.6<br>$ 367.1 | <br><br>RADIOS, FAREBOXES, MESSAGING<br>SIGNS, GPS SENSORS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT/PASSENGER AMENITIES<br>SECURITY CAMERAS FOR BUS<br>INTERIORS<br>SEE COMMENT SECTION | 98-T7-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 104.0<br>$ 0.0<br>$ 26.0<br>$ 130.0 | <br><br>PURCHASE AND INSTALLATION OF<br>8-MM VIDEO CAMERAS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT/PASSENGER AMENITIES<br>PASSENGER INFORMATION SYSTEM<br><br>SEE COMMENT SECTION | 98-T8-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 131.9<br>$ 0.0<br>$ 33.0<br>$ 164.9 | <br><br>SIGNAGE, AUTOMATED INFORMATION<br>KIOSKS, ETC. |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT/PASSENGER AMENITIES<br>PASSENGER SHELTERS/BENCHES/<br>LITTER CONTAINERS, ETC.<br>SEE COMMENT SECTION | 98-T9-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 1,084.1<br>$ 0.0<br>$ 271.0<br>$ 1,355.1 | <br><br>PURCHASE 150 SHELTERS, 1,500<br>BENCH/SHELTERS, 150 BENCHES,<br>1,275 LITTER CONTAINERS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FACILITY DEVELOPMENT<br>PARK AND RIDE FACILITIES<br><br>SEE COMMENT SECTION | 98-T10-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 5,080.0<br>$ 0.0<br>$ 1,270.0<br>$ 6,350.0 | <br><br>CONSTRUCT 3 PARK AND RIDE LOTS |
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | TRANSIT FACILITY DEVELOPMENT<br>FACILITY RENOVATIONS<br><br>SEE COMMENT SECTION | 98-T11-BUS<br><br>NA<br>0.0 | 09<br><br>E,C<br>AUSTIN | $ 400.0<br>$ 0.0<br>$ 100.0<br>$ 500.0 | <br><br>ADMINISTRATIVE AND VEHICLE<br>MAINTENANCE CENTERS |

AUSTIN MPO - TRANSIT PROJECTS
Transportation Improvement Program
FY1998 Projects by Type

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| AUSTIN<br>TRAVIS<br>AUSTIN (CAP METRO) | SEC. 3 & 9 PROJECT CONTINGENCY<br><br><br>SEE COMMENT SECTION | 98-T13C<br><br>NA<br>0.0 | 03,09<br><br>C,E,R<br>AUSTIN | $ 1,229.1<br>$ 0.0<br>$ 810.0<br>$ 2,126.9 | SECTION 3 FEDERAL SHARE OF CONTINGENCY IS $810,040; SECTION 9 FEDERAL SHARE OF CONTINGENCY IS $419,160 |
| | | | | | |

AUSTIN DISTRICT MPO TOTAL

| FUNDING SOURCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1-Interstate Construction | 0 | 0 | 0 | 0 | 16,500,000 | 16,500,000 | 16,500,000 | 16,500,000 |
| | 2-Interstate Maintenance | 5,555,000 | 5,555,000 | 1,000,000 | 1,000,000 | 2,600,000 | 2,600,000 | 9,155,000 | 9,155,000 |
| | 3-National Highway System 3A | 36,400,000 | 36,400,000 | 15,020,000 | 15,020,000 | 0 | 0 | 51,420,000 | 51,420,000 |
| | 3B-Texas Trunk System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other NHS 3D (3C=0) | 3,282,800 | 3,282,800 | 0 | 0 | 4,638,900 | 4,638,900 | 7,921,700 | 7,921,700 |
| | 4-Surface Transportation Program | | | | | | | | |
| | 4A-Safety | 0 | 0 | 564,000 | 564,000 | 1,200,000 | 1,200,000 | 1,764,000 | 1,764,000 |
| | 4B-Enhancement | 13,621,453 | 13,621,453 | 2,428,474 | 2,428,474 | 0 | 0 | 16,049,927 | 16,049,927 |
| | 4C-Metropolitan Mobility | 10,702,761 | 10,702,761 | 18,072,859 | 18,072,859 | 7,343,434 | 7,343,434 | 36,119,054 | 36,119,054 |
| | 4D-Urban Mobility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4E-Rural Mobility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4F-STP Rehabilitation | 3,250,000 | 3,250,000 | 0 | 0 | 0 | 0 | 3,250,000 | 3,250,000 |
| | 4G-RR Grade Seperation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Congestion Mitigation & Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6-Bridge | | | | | | | | |
| | 6A-Bridges on System | 0 | 0 | 0 | 0 | 5,074,000 | 5,074,000 | 5,074,000 | 5,074,000 |
| | 6B-Bridges off System | 213,931 | 213,931 | 736,000 | 736,000 | 0 | 0 | 949,931 | 949,931 |
| | 12-Commission Strategic Priority | | | | | | | | |
| | 12A-Federal & State Funding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12B-100% State Funding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 15-Demonstration Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 16 (Federal Projects) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Federal Land Highway Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal - FTA | Section 3 | 0 | 0 | 9,263,245 | 9,263,245 | 20,981,140 | 20,981,140 | 30,244,385 | 30,244,385 |
| | Section 9 | 14,480,000 | 14,480,000 | 9,161,502 | 9,161,502 | 8,802,360 | 8,802,360 | 32,443,862 | 32,443,862 |
| | Section 16 | 46,823 | 46,823 | 0 | 0 | 0 | 0 | 46,823 | 46,823 |
| | Section 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS - Highways | Federal FHWA | 73,025,945 | 73,025,945 | 37,821,333 | 37,821,333 | 37,356,334 | 37,356,334 | 148,203,612 | 148,203,612 |
| | 100% State Funded Projects | 4,667,263 | 4,667,263 | 2,788,467 | 2,788,467 | 1,278,706 | 1,278,706 | 8,734,436 | 8,734,436 |
| | Total District | 77,693,208 | 77,693,208 | 40,609,800 | 40,609,800 | 38,635,042 | 38,635,042 | 156,938,050 | 156,938,050 |
| TOTALS - Transit | Federal FTA Program | 14,526,823 | 14,526,823 | 18,424,747 | 18,424,747 | 29,783,500 | 29,783,500 | 62,737,070 | 62,737,070 |
| | State Match for Transit Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Local Match for Transit Projects | 2,896,084 | 2,896,084 | 4,606,187 | 4,606,187 | 7,445,875 | 7,445,875 | 14,948,146 | 14,948,146 |
| Additional Match | Additional Highway Match | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Additional Transit Match | 0 | 0 | 10,935,078 | 10,935,078 | 19,100,944 | 19,100,944 | 30,036,022 | 30,036,022 |
| Locally Funded Projects | City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other | 10,051,600 | 10,051,600 | 10,051,600 | 10,051,600 | 10,051,600 | 10,051,600 | 30,154,800 | 30,154,800 |



10-2-97

## MPO SELF-CERTIFICATION

We, Bill Garbade, a duly authorized representative of the TEXAS DEPARTMENT OF TRANSPORTATION, and Gonzalo Barrientos, a duly authorized representative of the AUSTIN TRANSPORTATION STUDY, hereby certify and attest that the transportation planning conducted within the Metropolitan Study Area by its agents and/or representatives, and funded under the latest approved Unified Planning Work Program (UPWP), is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

(1) Section 134 of Title 23, U.S.C., Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and this part (450);

(2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d));

(3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. and 324 and 29 U.S.C. 794;

(4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (sec. 105(f) Pub. L. 97-424, 96 Stat. 2100; 49 CFR Part 23); and

(5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38)

Witness these signatures this 12th day of October, 1995.

William C Garbade

Bill Garbade, District Engineer
Texas Department of Transportation

Gonzalo Barrientos

Senator Gonzalo Barrientos, Chair
Austin Transportation Study

# FY 1996 - 1998

# TRANSPORTATION IMPROVEMENT PROGRAM

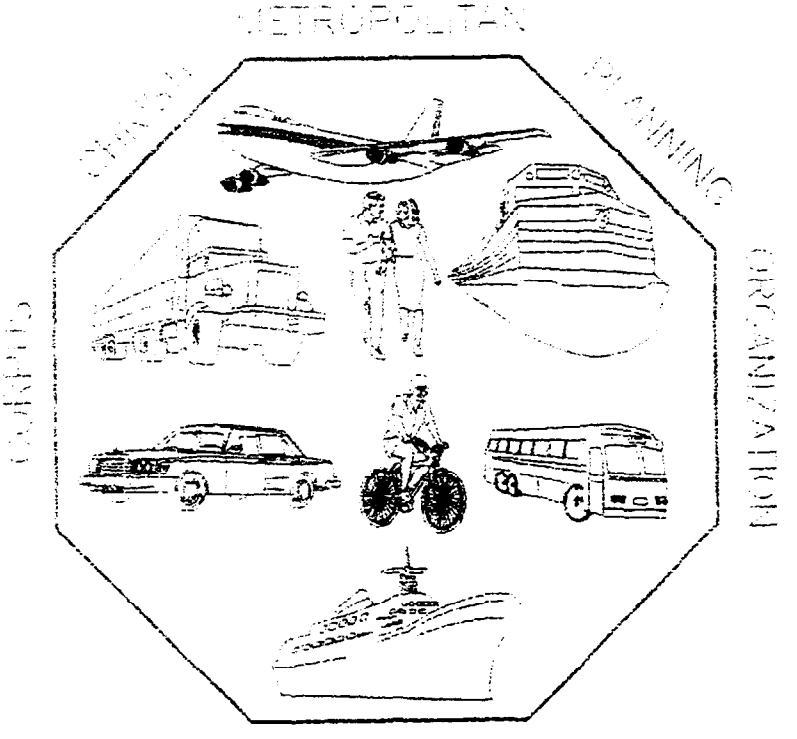
**and**

**Financial Plan For Projects With Obligation Authority**

**Prepared by:**

# CORPUS CHRISTI

# METROPOLITAN PLANNING ORGANIZATION



CITY of CORPUS CHRISTI
CITY of PORTLAND
NUECES COUNTY
SAN PATRICIO COUNTY
CORPUS CHRISTI R.T.A.
PORT OF CORPUS CHRISTI AUTHORITY

**OCTOBER 1995**

# TRANSPORTATION IMPROVEMENT PROGRAM
# and
# Financial Plan for Projects with Obligation Authority

## FY 1996 - FY 1998

(October 1, 1995 - September 30, 1998)

Prepared By

Corpus Christi Metropolitan Planning Organization

***in***
***cooperation with***

City of Corpus Christi
City of Portland
San Patricio County
Nueces County
Texas Department of Transportation - Corpus Christi District
Corpus Christi Regional Transportation Authority
Port of Corpus Christi Authority

Public Meeting Dates: May 3, 9, 18, and 24, and July 14, and 20, 1995

Approved by Policy Committee: October 5, 1995

Amendments approved by Policy Committee:

**PREFACE:**

This Transportation Improvement Program (TIP) is prepared for compliance with the Statewide Planning; Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FTA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document lists the transportation improvements planned to be carried out in the next three federal fiscal years. This TIP covers a period from October 1995 through September 1998. The rules require the MPO, an attainment area, to include all transportation projects which are:

1. Proposed for funding under title 23, U.S.C. (including Federal Lands Highway projects) and the Federal Transit Act, excluding safety projects funded under 23 U.S.C. 402, emergency relief projects (except those involving substantial functional, locational and capacity changes), and planning and research activities (except those funded with NHS, STP, and/or MA funds).

2. The projects that are consistent with the transportation plan, and

3. All regionally significant transportation projects for which an FHWA or FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds. The examples of such projects are an addition of an interchange to the Interstate System with state, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc.

The MPOs in non-attainment areas are required to show all regionally significant projects to be funded with non-federal funds for informational purposes and air quality analysis. The Corpus Christi Metropolitan Planning Organization does not have to comply with this requirement. However, to have comprehensive and multimodal coverage, transportation projects related to aviation and the Port of Corpus Christi are included in the document for informational purposes.

The document also includes, for identification and information purposes, some projects that the MPO feels are important for the transportation improvement in the metropolitan area. These projects are assigned high priority by the MPO and the Texas Department of Transportation but, for scarcity of the STP and NHS funds, could not be included in the FY 1996 through FY 1998 TIP. These projects are included in the document as "***NOT FUNDED, REGIONALLY SIGNIFICANT HIGHWAY PROJECT***". The Texas Department of Transportation and the Corpus Christi MPO will be requesting the Texas Transportation Commission to allocate special funds to finance these projects. The standard format does not require to include aviation and port projects to be included in the document. However, to present a comprehensive document of all the transportation related activities, these projects are included in the document.

The document is organized into ten sections which are listed below.

1. Federally Funded Highway Projects

2. Federally Funded Transit Projects

3. State Funded Highway Projects

4. Locally Funded, Regionally Significant, Highway Projects

5. Not Funded, Regionally Significant, Highway Projects

6. Aviation Projects

7. Port Projects

8. Financial Plan

9. Annual Self-Certification

10. Map

## INTRODUCTION:

The formal transportation planning activities in the Corpus Christi Metropolitan Area began in 1961. In that year, the Texas Highway Department, Planning Survey Division, and the U.S. Department of Commerce, Bureau of Public Roads, in cooperation with the City of Corpus Christi initiated a transportation study. This study shows the procedures and the results of the Origin and Destination Survey, the Central Cordon Line Survey, and the Traffic Volume Survey. The study also shows travel characteristics such as trip purpose, trip production, modes of travel, land use influence, and time patterns. The travel desire lines for all modes of vehicular and person movements in the Corpus Christi area are also shown in this study.

In 1962, pursuant to the Federal-Aid Highway Act of 1962, the City of Corpus Christi and the Texas Highway Department, in cooperation with the United States Department of Commerce, Bureau of Public Roads, initiated a long-range comprehensive transportation plan. This effort resulted in the form of the Corpus Christi Transportation Plan 1963-1964. The main objective of this study was to find an adequate, long term solution for future traffic in relation to comprehensive urban development. The plan included a complete network of streets and highways, which when completed, should provide smooth movement of traffic. The City revised this plan in 1974, 1976, 1979, 1983-84, and 1987. The last revision still forms the basis of project selection for TIPs. In addition, the City carried out several transportation studies to analyze special needs. Major studies included the Nueces Bay Causeway Study - 1981, and the Extension of the Crosstown Expressway in 1982. In 1989, the City studied the possibility of high speed water transportation in Nueces Bay connecting Corpus Christi and Portland. This proposal, being costly, was not implemented. However, RTA provides a ferry boat link between Corpus Christi, Shoreline Boulevard to USS Lexington and the aquarium. Few studies have suggested, at least, another Laguna Madre crossing linking the National Seashores to the mainland. The basic objective of such a crossing is to evacuate the people living east of Laguna Madre at the time of an emergency.

## PURPOSE:

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires that the metropolitan transportation planning process shall include development of a Transportation Improvement Program (TIP). The TIP is a short range transportation capital improvement plan. This document provides the guide used by federal, state, and local governments to implement transportation projects within the metropolitan planning area. It also identifies how the MPO will use federal, state, and local financial resources to implement these projects. To be eligible for any level of federal funding, a project must be in the Long Range Plan and the TIP. ISTEA funding for the next three year period of the TIP is available under title 23, U.S.C., and the Federal Transit Act, excluding safety projects funded under 23 U.S.C. 402. The TIP also includes all regionally significant transportation projects for which the FHWA or the FTA approval is required, whether or not the projects are to be funded with title 23, U.S.C., or the Federal Transit Act funds.

## DEFINITION OF AREA:

In 1973, the State Governor designated the City of Corpus Christi as the Metropolitan Planning Organization. The Corpus Christi Transportation Study was originally comprised of five signatories: the City of Corpus Christi, the City of Portland, the County of Nueces, the County of San Patricio, and the Texas Department of Transportation. To be fully multi-modal, the MPO included the Regional Transportation Authority and the Port of Corpus Christi Authority in the transportation planning process. The attached map shows the physical extent of the Corpus Christi MPO area.

## PUBLIC INVOLVEMENT PROCESS:

The Metropolitan Planning Organization prepared the FY 96-98 TIP with the cooperation of the Texas Department of Transportation and the Corpus Christi Regional Transportation Authority (RTA). The MPO made that draft available to public for thirty (30) days, starting July 3, 1995, for review and comments. The draft TIP was displayed at four different locations: City Hall of Corpus Christi, City Hall of Portland, Office of the Regional Transportation Authority, and the Corpus Christi Public Library. The staff of the MPO and RTA held four public meetings at these locations excluding the Library. Prior to the public meetings, the two staffs held two informal, informational meetings at the Corpus Christi Public Libray and the City Hall of Portland. In these meetings, the public was provided the opportunity to comment, ask questions, and suggest alternatives. The staff explained the need and benefit of TIP and the project selection process. The staff noted all the comments and incorporated those in the final TIP. Public comments included overwhelming support for the funding of widening US 181. Additionally, there was public support for the Gateway Project, which has been nominated to the StateTransortation Enhancement Program but has not received funding.

## PROJECT SELECTION PROCESS:

The following resolution highlights the project selection process.

### RESOLUTION

**WHEREAS**, the City of Corpus Christi is designated as the Metropolitan Planning Organization (MPO) for the Corpus Christi Urbanized Area, with the Corpus Christi Transportation Planning Committee serving as the Policy Committee; and,

**WHEREAS**, the Corpus Christi Urbanized Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA), in compliance with Section 3012 and 1024 of the Intermodal Surface Transportation Efficiency Act of 1991, which are subject to special planning programming requirements regarding congestion management systems, project selection and certification; and,

**WHEREAS**, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) assigns project-level programming responsibilities to MPO's for: (1) suballocated Surface Transportation Program (STP) funds in TMA's, (2) Congestion Mitigation and Air Quality (CMAQ) funds in non-attainment areas, and (3) the Federal Transit Administration (FTA) funds in TMA's; and,

**WHEREAS**, the Surface Transportation Program Fund may be used for highway or transit projects as well as for transportation related projects; up to 50 percent of National Highway System funds may be transferred to the STP and used for any STP-eligible activity; and Section 9 transit formula funds in excess of the operating assistance cap and what is need for ADA (The Americans with Disabilities Act) projects may be shifted to highway projects if approved by the MPO through the metropolitan planning and programming process.

**WHEREAS**, the Federal Highway Administration, Surface Transportation Program Apportionment for the Corpus Christi Urbanized Area for Fiscal Year 1996 is $3.5 million.

**WHEREAS**, the MPO is cognizant of the value of the U.S. Department of Housing and Urban

revitalization, and agree to assign priority to the EZ/EC Program projects applications submitted for this metropolitan area, subject to approval of applications by the designated Federal agencies.

**NOW, THEREFORE, BE IT HEREBY RESOLVED:**

In accordance with Section 134(h) (2) of Title 23 U.S.C., as amended, the Corpus Christi Transportation Planning Committee, acting as the policy group for the above named MPO, hereby approves the following procedures pertaining to project selection during FY 95.

- The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area.

- Any project listed in the first year of the approved Transportation Improvement Program shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated.

- Should any project not be implementable from the first priority, then projects should be selected from the second year which shall be considered the second priority, and those projects may be implemented as plans are completed and funds are appropriated.

- This procedure was developed in cooperation with the Texas Department of Transportation, C.C. Regional Transportation Authority and C.C. MPO, and is mutually agreeable, in accordance with ISTEA of 1991.

Mary Rhodes, Mayor Date 10/5/95
City of Corpus Christi
Chairperson, Transportation Planning Committee

Thomas E. Word, Jr., P.E. Date 10/5/95
District Engineer, Corpus Christi District
Texas Department of Transportation

## PROGRESS FROM PREVIOUS YEAR:

Federally Funded and State Funded Street Projects:

The Texas Department of Transportation initiated several maintenance, safety, and rehabilitation projects in the MPO area. These projects include overlay of IH 37 between SPID and Rand Morgan, addition of two lanes with ramps between Rand Morgan Road and 0.8 miles east of the Union Pacific Railroad. TxDOT started work on installing RR Signalization at the intersections of the north and south frontage roads of the Crosstown Expressway with the Texas Mexican Railroad. TxDOT is completing the access roads for the SH 286 extension project. TxDOT shall also put interconnecting signals on Gollihar Road between Ayers Street and Greenwood Drive and Morgan Avenue between Staples Street and Airport Road. Another project initiated by TxDOT is the rehabilitation of Old Brownsville Road (FM 665) between SPID (SH 358) and Saratoga Road (SH 357).

Federally Funded Transit Projects:

The Regional Transit Authority (RTA) expanded and replaced its fleet of buses and paratransit vans. The fleet was expanded by adding two Paratransit Vans and two 30' Buses. During the year, RTA replaced fourteen Paratransit Vans, seven 30' Buses, and two 40' Buses. RTA also completed construction of two transfer Centers: the Westside Facility and the Flour Bluff Facility.

Locally Funded, Regionally Significant Projects:

The City of Corpus Christi contracted and began work on several street improvement projects through its bond program. The activities include pavement, utility, and drainage improvements. The work began on the SPID-Ayers Neighborhood (Alexander, Hudson, Alaniz, Wharton, and Green) Streets, and Annaville Area Neighborhood (Margie, Leonard, and Mayfield) Streets. The City initiated widening of McArdle Road and started improvement on utility and drainage along this street between Carroll Lane and Everhart Road. The City will construct a bridge on Oso Parkway between Southfork and Greenfields by-the-Bay Subdivision. The City also started work on pavement, utility, and drainage improvements on Phase II of Del Mar Neighborhood Streets. Also,the City has begun rebilitation of sidewalk access ramps for compliance with the Americans with Disabilities Act.

## AIR QUALITY ISSUES:

The Corpus Christi Metropolitan Area is an attainment area. The state monitors the air quality according to the State Implementation Program (SIP). Currently, the MPO does not have any responsibilities regarding the air quality monitoring.

## AMERICAN WITH DISABILITIES ACT (ADA):

The 1995 Update to the American with Disabilities Paratransit Plan by the Corpus Christi Regional Transportation Authority states that ninety (90%) percent of the fix-route buses in RTA fleet comply with the ADA requirements. The Plan also states that RTA is in full compliance in 1995 with the six service criteria for the paratransit service except for the trips scheduled within one hour of requested pickup time. The City has built access ramps to walk ways for wheel chair access on many locations. The transportation facilities in the MPO area will be in full compliance in 1996.

# GLOSSARY

**CSJ** **Control Section Job Number** - TxDOT assigned number for projects entered into the Project Development Program (PDP)

**PROJ ID** **Project Identification** - Code assigned by the MPO for local tracking and identification. Used to relate projects to the Metropolitan Transportation Plan.

**F. CLASS** **Federal Functional Class** - Federal classification of streets and highways into functional operating characteristics. Categories are:

Interstate
Other Urban Freeways and Expressways
Other Principal Arterials
Minor Arterials
Urban Collectors and Rural Collectors
Rural Minor Collectors
Urban and Rural Local Streets and Roads

**FED PROG** **Federal Funding Category** - Major categories of Federal funding as established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Categories are:

| | |
|---|---|
| **IC** | Interstate Construction |
| **IM** | Interstate Maintenance |
| **NHS** | National Highway System |
| **STP** | Surface Transportation Program |
| **CMAQ** | Congestion Mitigation and Air Quality Funds |
| **Bridge** | On/Off System Bridge Rehabilitation |
| **DSB** | Donor State Bonus Funds |
| **MA** | Minimum Allocation Funds |
| **FLHP** | Federal Land Highway Program |
| **FTA** | Federal Transit Administration Funding |

**PHASE** **Project Phase for Federal Funding** (**E** - Preliminary Engineering, **R** - Right of Way Acquisition, and **C** - Construction)

# FEDERALLY FUNDED HIGHWAY PROJECTS

## TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1996 Annual Element
## (October 1995 - September 1996)

### FEDERALLY FUNDED HIGHWAY PROJECTS
**(Funds in Thousands)**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>205<br>Portland<br>0101-04-900 | US 181<br>0.64 Miles South of FM 893<br>FM 2986<br>6 Lane Frontage/Underpass at FM 893 | S013C1<br>2<br>6<br>1.20 | STRAT<br>12<br>C<br>1101 | $ 7,440.0<br>$ 1,860.0<br>$ 0.0<br>$ 9,300.0 | 08/96 |
| 16<br>205<br>Portland<br>0916-28-019 | Sunset Lake<br>Indian Point Park in Portland<br>City Limits<br>Hike and Bike Trial | S016C<br>-<br>-<br>- | STP<br>4B<br>C<br>1101 | $ 1,489.6<br>$ 0.0<br>$ 372.4<br>$ 1,862.0 | 07/96 |
| 16<br>178<br>Corpus Christi<br>0916-35-919 | County Road 30<br>County Road 57<br>County Road 61<br>Replace Bridge | S027-2<br>-<br>-<br>- | STP<br>4C<br>C<br>1101 | $ 114.4<br>$ 0.0<br>$ 28.6<br>$ 143.0 | 08/96 |
| 6<br>178<br>Corpus Christi<br>0916-35-902 | Kostoryz Road<br>Holly Road<br>0.25 Miles South of SH 357<br>Preliminary Engineering | S022E<br>4<br>2/5<br>1.2 | STP<br>4C<br>E<br>1101 | $ 108.8<br>$ 0.0<br>$ 27.2<br>$ 136.0 | 11/95 |
| 16<br>205<br>Portland<br>0916-28-022 | East Broadway Extension<br>Northshore Boulevard<br>FM 3239 (Buddy Ganem Drive)<br>Const. 3 Ln W/ C&G & SW & BL | S024C<br>4<br>4<br>0.83 | STP<br>4C<br>E<br>1101 | $ 640.0<br>$ 0.0<br>$ 160.0<br>$ 800.0 | 08/96 |
| 16<br>178<br>Corpus Christi<br>0916-35-917 | McArdle Road<br>Carroll Lane<br>Everhart Road<br>Preliminary Engineering | S023E1<br>5<br>2/3<br>1.65 | STP<br>4C<br>E<br>1101 | $ 166.4<br>$ 0.0<br>$41.6<br>$ 208.0 | 10/95 |
| 16<br>178<br>Corpus Christi<br>0916-35-927 | Kostoryz Road<br>Holly Road<br>0.25 Miles South of SH 357(Saratoga)<br>ROW Acquisition | S022<br>4<br>2/5<br>1.2 | STP<br>4C<br>E<br>1101 | $80.0<br>$ 0.0<br>$20.0<br>$ 100.0 | 07/96 |

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## FEDERALLY FUNDED HIGHWAY PROJECTS
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|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi<br>0916-35-915 | County Road 44<br>FM 1694<br>FM 24<br>Replace Bridge | S027-1<br>-<br>-<br>- | STP<br>4C<br>C<br>1101 | $ 89.6<br>$ 0.0<br>$ 22.4<br>$112.0 | 08/96 |
| 16<br>205<br>Portland<br>0916-28-021 | East Broadway Extension<br>Northshore Boulevard<br>FM 3239 (Buddy Ganem Drive)<br>Preliminary Engineering | S024E<br>4<br>4<br>0.83 | STP<br>4C<br>E<br>1101 | $ 40.0<br>$ 0.0<br>$ 10.0<br>$ 50.0 | 10/95 |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
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| 16<br>178<br>Corpus Christi | | | | | |
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### FEDERALLY FUNDED HIGHWAY PROJECTS
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|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi<br>1088-03-012 | FM 1889<br>FM 624<br>SH 44<br>Widening to 12' lanes and shoulders | S074C<br>5<br>2<br>4.1 | STP<br>4D<br>C<br>1101 | $ 1,296.2<br>$ 324.1<br>$ 0.0<br>$ 1,620.3 | 11/96 |
| 16<br>205<br>Portland<br>3026-01-015 | FM 2986 (Wildcat Drive)<br>FM 3239 (Buddy Ganem Drive)<br>Memorial Parkway<br>Preliminary Engineering | S024E2<br>4<br>2/5<br>0.88 | STP<br>4C<br>E<br>1101 | $ 200.0<br>$ 50.0<br>$ 0.0<br>$ 250.0 | 11/96 |
| 16<br>178<br>Corpus Christi<br>0916-35-918 | McArdle Road<br>Weber Road<br>Everhart Road<br>Construct 3 Ln Sec W/C & G. SW | S023C1<br>5<br>2/3<br>1.61 km | STP<br>4C<br>C<br>1101 | $ 1,360.6<br>$ 0.0<br>$ 340.4<br>$1,700.0 | 12/96 |
| <br>178<br>Corpus Christi<br>0916-35-920 | County Road 26<br>FM 763<br>FM 665<br>Replace Bridge | S027-3<br>-<br>-<br>- | STP<br>4C<br>C<br>1101 | $ 129.6<br>$ 0.0<br>$ 32.4<br>$ 162.0 | 12/96 |
| 16<br>178<br>Corpus Christi<br>3596-01-002 | Spur 3<br>Ocean Drive<br>SH 358<br>Construct 5 lanes, CG | S005C<br>3<br>5<br>2.7 | NHS<br>3A<br>C<br>1101 | $ 5,440.0<br>$ 1,360.0<br>$ 0.0<br>$ 6,800.0 | 07/97 |
| 16<br>178<br>Corpus Christi<br>0617-01-138 | SH 358 (SPID)<br>Kostoryz Road<br>Airline Road<br>Intersection Capacity Improvements | S009C<br>2<br>6<br>3.5 | NHS<br>3E<br>C<br>1101 | $ 3,440.0<br>$ 860.0<br>$ 0.0<br>$ 4,300.0 | 11/96 |
| 16<br>178<br>Corpus Christi | | | | | |

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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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## FEDERALLY FUNDED HIGHWAY PROJECTS
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|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi<br>2142-01-017 | FM 2292 (Rand Morgan Road)<br>SH 44 (Agnes Street)<br>Loop 407 (Leopard Street)<br>Rehab Roadway, Add Shoulders | S030C<br>4<br>2/4<br>2.85 | STP<br>4F<br>C<br>1101 | $ 1,688.0<br>$ 422.0<br>$ 0.0<br>$ 2,110.0 | 11/97 |
| 16<br>178<br>Corpus Christi<br>0916-35-923 | County Road 34<br>CR 61<br>FM 1694<br>Replace Bridge | S027-6<br>-<br>-<br>- | STP<br>4C<br>C<br>1101 | $ 46.4<br>$ 0.0<br>$ 11.6<br>$ 58.0 | 12/97 |
| 16<br>178<br>Corpus Christi<br>0916-35-926 | McArdle Road<br>Weber Road<br>Carroll Lane<br>Construct 3 Ln Sec W/C & G. SW | S023E1<br>5<br>2/3<br>0.65 | STP<br>4C<br>C<br>1101 | $ 680.0<br>$ 0.0<br>$ 170.0<br>$ 850.0 | 11/97 |
| 16<br>205<br>Portland<br>3026-01-910 | FM 2986 (Wildcat Drive)<br>FM 3239 (Buddy Ganem Drive)<br>Memorial Parkway<br>Construct 5 Ln sec W/C & G. SW | S024C2<br>4<br>2/5<br>0.88 | STP<br>4C<br>C<br>1101 | $ 440.0<br>$ 0.0<br>$ 110.0<br>$ 550.0 | 11/97 |
| 16<br>178<br>Corpus Christi<br>0916-35-908 | Various Locations<br><br><br>Widen Intersection Approaches | S026C<br>4<br>-<br>0.2 | STP<br>4C<br>C<br>1101 | $ 116.8<br>$ 0.0<br>$ 29.2<br>$ 146.0 | 11/97 |
| 16<br>178<br>Corpus Christi<br>0916-35-925 | County Road 43<br>FM 2444<br>County Road 18<br>Replace Bridge | S027-8<br>-<br>-<br>- | STP<br>4C<br>C<br>1101 | $ 55.2<br>$ 0.0<br>$ 13.8<br>$ 69.0 | 12/97 |
| 16<br>178<br>Corpus Christi<br>0916-35-924 | County Road 43<br>North of County Road 18<br><br>Replace Bridge | S027-7<br>-<br>-<br>- | STP<br>4C<br>C<br>1101 | $ 42.4<br>$ 0.0<br>$ 10.6<br>$ 53.0 | 12/97 |

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## TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi<br>0916-35-905 | Kostoryz Road<br>Holly Road<br>0.25 M south of SH 357 (Saratoga)<br>Construct 5 Ln Sec W/C & G.SW | S022C<br>4<br>2/5<br>1.2 | STP<br>4C<br>C<br>1101 | $ 1,251.1<br>$ 0.0<br>$ 312.8<br>$ 1,564.0 | 11/97 |
| 16<br>178<br>Corpus Christi<br>0916-35-921 | County Road 22<br>SH 286<br>County Road 43<br>Replace Bridge | S027-4<br>-<br>-<br>- | STP<br>4C<br>C<br>1101 | $ 57.6<br>$ 0.0<br>$ 14.4<br>$ 72.0 | 12/97 |
| 16<br>178<br>Corpus Christi<br>0916-35-922 | County Road 46<br>FM 1889<br>County Road 69<br>Replace Bridge | S027-5<br>-<br>-<br>- | STP<br>4C<br>C<br>1101 | $ 40.0<br>$ 0.0<br>$ 10.0<br>$ 50.0 | 12/97 |
| 178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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BRG-ON - On System Bridge

# FEDERALLY FUNDED TRANSIT PROJECTS

## TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1996 Annual Element
## (October 1995 - September 1996)

## REGIONAL TRANSPORTATION AUTHORITY PROJECTS
(Funds in Thousands)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Vehicle Replacement<br>N/A<br>N/A<br>New Equip.-3 Paratransit Vehicles | T906 | FTA<br>9<br>Purchase<br>1101 | $ 168.0<br>$ 0.0<br>$ 42.0<br>$ 210.0 | |
| 16<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equip.-2 Paratransit Vehicles | T902 | FTA<br>9<br>Purchase<br>110 | $ 112.0<br>$ 0.0<br>$ 28.0<br>$ 140.0 | |
| 16<br>178<br>Corpus Christi | Northwest Transfer Facility<br>N/A<br>N/A<br>Land Acquistion | T862P | FTA<br>9<br>ROW.<br>1101 | $ 120.0<br>$ 0.0<br>$ 30.0<br>$ 150.0 | |
| 16<br>178<br>Corpus Christi | Northwest Transfer Facility<br>N/A<br>N/A<br>Design and Engineering | T862P | FTA<br>9<br>PE.<br>1101 | $ 40.0<br>0.0<br>$ 10.0<br>$ 50.0 | |
| 16<br>178<br>Corpus Christi | Northwest Transfer Facility<br>N/A<br>N/A<br>Transfer Center Construction | T862C | FTA<br>9<br>Const.<br>1101 | $ 320.0<br>$ 0.0<br>$ 80.0<br>$ 400.0 | |
| 16<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equipment - 2 Trolleys | T909 | FTA<br>9<br>Purchase.<br>1101 | $ 400.0<br>$ 0.0<br>$ 100.0<br>$ 500.0 | |
| 16<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equipment - 1 Boat | T910 | FTA<br>9<br>Purchase<br>1101 | $ 280.0<br>$ 0.0<br>$ 70.0<br>$ 350.0 | |

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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1996 Annual Element
## (October 1995 - September 1996)

## REGIONAL TRANSPORTATION AUTHORITY PROJECTS
**(Funds in Thousands)**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equipment - 1 Tram | T911 | FTA<br>9<br>Purchase<br>1101 | $ 160.0<br>$ 0.0<br>$ 40.0<br>$ 200.0 | |
| 16<br>178<br>Corpus Christi | Texas A & M Transit Improvements<br>N/A<br>N/A<br>Transit Stop Improvements | T877 | FTA<br>9<br>Const.<br>1101 | $ 320.0<br>$ 0.0<br>$ 80.0<br>$ 400.0 | |
| 16<br>178<br>Corpus Christi | Gateway Project<br>N/A<br>N/A<br>Bus Stops | T955 | FTA<br>9<br>Const.<br>1101 | $ 120.0<br>$ 0.0<br>$ 30.0<br>$ 150.0 | |
| 16<br>178<br>Corpus Christi | Signal Preemption System<br>N/A<br>N/A<br>Waldron Road | T951 | FTA<br>9<br>Purchase<br>1101 | $ 80.0<br>$ 0.0<br>$ 20.0<br>$ 100.0 | |
| 16<br>178<br>Corpus Christi | Signal Preemption System<br>N/A<br>N/A<br>Staples and Williams | T952 | FTA<br>9<br>Purchase<br>1101 | $ 80.0<br>$ 0.0<br>$ 20.0<br>$ 100.0 | |
| 16<br>205<br>San Patricio | City of Portland<br>N/A<br>N/A<br>Vehicle Purchase | T801-1 | FTA<br>16<br>Purchase<br>1101 | $ 21.5<br>$ 0.0<br>$ 5.4<br>$ 26.9 | |
| 16<br>178<br>Corpus Christi | HAILCO - OIC Housing,<br>Corpus Christi, Texas<br>N/A<br>Vehicle Purchase | T801-2 | FTA<br>16<br>Purchase<br>1101 | $ 19.2<br>$ 0.0<br>$ 4.8<br>$ 24.0 | |

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## TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1996 Annual Element
## (October 1995 - September 1996)

## REGIONAL TRANSPORTATION AUTHORITY PROJECTS
**(Funds in Thousands)**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location(from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>205<br>San Patracio | San Patricio County CAA<br><br><br>Vehicle Purchase | T801-3 | FTA<br>16<br>Purchase<br>1101 | $ 26.0<br>$ 0.0<br>$ 6.5<br>$ 32.5 | |
| 16<br>178<br>Corpus Christi | Institute for Rural Development,<br>Kingsville, Texas<br><br>Vehicle Purchase | T801-4 | FTA<br>16<br>Purchase<br>1101 | $28.5<br>$ 0.0<br>$ 7.1<br>$ 35.6 | |
| 16<br>178<br>Corpus Christi | Vehicle Replacement<br>N/A<br>N/A<br>New Equip.-2 Supervisory Vehicles | T946 | FTA<br>9<br>Purchase<br>1101 | $ 64.0<br>$ 0.0<br>$ 16.0<br>$ 80.0 | |
| 6<br>178<br>Corpus Christi | Maintenance Bus Lifts<br><br><br>Purchase Four Lifts | T877 | FTA<br>9<br>Purchase<br>1101 | $ 264.0<br>$ 0.0<br>$ 66.0<br>$ 330.0 | |
| 16<br>178<br>Corpus Christi | Bus Stop and Bus Turnout<br>Improvements<br><br>Accessibility Improvements | T878 | FTA<br>9<br>Const.<br>1101 | $ 320.0<br>$ 0.0<br>$ 80.0<br>$ 400.0 | |
| 16<br>178<br>Corpus Christi | Bear Lane Phase IV Improvements<br><br>Remove Fuel Tanks and<br>Renovate Dispatch | T879 | FTA<br>9<br>Const.<br>1101 | $ 320.0<br>$ 0.0<br>$ 80.0<br>$ 400.0 | |
| 16<br>178<br>Corpus Christi | Advanced Public Transportation<br>System<br><br>Development and Installation | T880 | FTA<br>3<br>Const.<br>1101 | $ 1,500.0<br>$ 0.0<br>$ 375.0<br>$ 1,875.0 | |

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## REGIONAL TRANSPORTATION AUTHORITY PROJECTS
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| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Livable Communities Program<br>N/A<br>N/A<br>Design ADART Software | T865E1 | FTA<br>3<br>PE<br>1101 | $200.0<br>$ 0.0<br>$ 50.0<br>$ 250.0 | |
| 16<br>178<br>Corpus Christi | Livable Communities Program<br>N/A<br>N/A<br>Engineering and Design | T865E2 | FTA<br>3<br>PE<br>1101 | $ 96.0<br>$ 0.0<br>$ 24.0<br>$ 120.0 | |
| 16<br>178<br>Corpus Christi | Livable Communities Program<br>N/A<br>N/A<br>construction | T865C2 | FTA<br>3<br>Const.<br>1101 | $ 1,304.0<br>$ 0.0<br>$ 326.0<br>$ 1,630.0 | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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## TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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### REGIONAL TRANSPORTATION AUTHORITY PROJECTS
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| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Vehicle Replacement<br>N/A<br>N/A<br>New Equip.- 14 Paratransit Vehicles | T903 | FTA<br>9<br>Purchase<br>1101 | $ 840.0<br>$ 0.0<br>$ 210.0<br>$ 1,050.0 | |
| 16<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equip.- 2 Paratransit Vehicles | T907 | FTA<br>9<br>Purchase<br>1101 | $ 120.0<br>$ 0.0<br>$ 30.0<br>$ 150.0 | |
| 16<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equip.- 2, 35' Buses | T914 | FTA<br>9<br>Purchase<br>1101 | $ 448.0<br>$ 0.0<br>$ 112.0<br>$ 560.0 | |
| 6<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equip.- 3 Supervisory Vehicles | T947 | FTA<br>9<br>Purchase<br>1101 | $ 96.0<br>$ 0.0<br>$ 24.0<br>$ 120.0 | |
| 16<br>178<br>Corpus Christi | Bus Stop Facility<br>N/A<br>N/A<br>Construct Saratoga Park & Ride | T871C | FTA<br>9<br>Const.<br>1101 | $ 400.0<br>$ 0.0<br>$ 100.0<br>$ 500.0 | |
| 16<br>178<br>Corpus Christi | Transit Facility<br>N/A<br>N/A<br>Construct Southside Transit Center | T867C | FTA<br>9<br>Const.<br>1101 | $ 1,280.0<br>$ 0.0<br>$ 320.0<br>$ 1,600.0 | |
| 16<br>178<br>Corpus Christi | Signal Preemption System<br>N/A<br>N/A<br>Staples and McArdle | T953 | FTA<br>9<br>Purchase<br>1101 | $ 80.0<br>$ 0.0<br>$ 20.0<br>$ 100.0 | |

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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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## REGIONAL TRANSPORTATION AUTHORITY PROJECTS
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| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Paratransit Service Dispatch<br>N/A<br>N/A<br>Auto Dispatching System | T855 | FTA<br>3<br>Purchase<br>1101 | $ 1,000.0<br>$ 0.0<br>$ 250.0<br>$ 1,250.0 | |
| 16<br>178<br>Corpus Christi | Robstown Transit Improvements<br>N/A<br>N/A<br>Facility Improvements | T878 | FTA<br>3<br>Const.<br>1101 | $ 800.0<br>$ 0.0<br>$ 200.0<br>$ 1,000.0 | |
| 16<br>178<br>Corpus Christi | Real Time Scheduling System<br>N/A<br>N/A<br>Software/Hardware Development | T954 | FTA<br>3<br>Purchase<br>1101 | $ 1,600.0<br>$ 0.0<br>$ 400.0<br>$ 2,000.0 | |
| 16<br>178<br>Corpus Christi | Gateway Project<br><br><br>Bus Stops | T955 | FTA<br>9<br>Const.<br>1101 | $ 280.0<br>$ 0.0<br>$ 70.0<br>$ 350.0 | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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## REGIONAL TRANSPORTATION AUTHORITY PROJECTS
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|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Vehicle Replacement<br>N/A<br>N/A<br>New Equip.- 3 Supervisory Vehicles | T948 | FTA<br>9<br>Purchase<br>1101 | $ 96.0<br>$ 0.0<br>$ 26.0<br>$ 120.0 | |
| 16<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equip.- 2 Paratransit Vehicles | T901 | FTA<br>9<br>Purchase<br>1101 | $ 120.0<br>$ 0.0<br>$ 30.0<br>$ 150.0 | |
| 16<br>178<br>Corpus Christi | Vehicle Expansion<br>N/A<br>N/A<br>New Equip.- 2-35' Buses | T918 | FTA<br>9<br>Purchase<br>1101 | $ 480.0<br>$ 0.0<br>$ 120.0<br>$ 600.0 | |
| 16<br>178<br>Corpus Christi | Regional Bus Stop Improvements<br>N/A<br>N/A<br>ADA Bus Stop Improvements | T870 | FTA<br>9<br>Const.<br>1101 | $ 1,600.0<br>$ 0.0<br>$ 400.0<br>$ 2,000.0 | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# STATE FUNDED
# HIGHWAY PROJECTS

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1996 Annual Element
## (October 1995 - September 1996)

## STATE FUNDED HIGHWAY PROJECTS
(Funds in Thousands)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi<br>0617-01-131 | SH 358 (SPID)<br>SH 286 (Crosstown Expressway)<br>Staples Street<br>Landscape Development | S079C<br>2<br>-<br>5.0 | MISC<br>16<br>C<br>1101 | $ 0.0<br>$ 110.5<br>$ 0.0<br>$ 110.5 | 02/96 |
| 16<br>178<br>Corpus Christi<br>0916-35-929 | Up River Road<br>0.6 mi. west of Corn Products Road<br>0.62 mi. east of Corn Products Road<br>Reconstruction | S102C1<br>5<br>2<br>1.2 | USP<br>13<br>C<br>1101 | $ 0.0<br>$ 320.0<br>$ 400.0<br>$ 720.0 | 08/96 |
| 16<br>178<br>Corpus Christi<br>9043-16-002 | Holly Road<br>SH 357 (Rodd Field Road)<br>Everhart Road<br>Construct 5 Ln Sec W/C & G.SW | S077C2<br>3<br>2/5<br>2.08 | PASS<br>18<br>C<br>1101 | $ 0.0<br>$ 7,222.0<br>$ 878.0<br>$ 8,100.0 | 06/96 |
| .6<br>205<br>Portland<br>0916-35-907 | Railroad<br>Wildcat<br>Pecos<br>Reconstruction | S032C3<br>5<br>2<br>0.31 | USP<br>13<br>C<br>1101 | $ 0.0<br>$ 6.5<br>$ 3.1<br>$ 9.6 | 08/96 |
| 16<br>205<br>Portland<br>0916-35-905 | Starlight<br>Memorial Drive to Denver<br>Reconstruct Memorial Intesection and<br>Reconstruction of road | S032C1<br>5<br>2<br>0.1 | USP<br>13<br>C<br>1101 | $ 0.0<br>$ 10.8<br>$ 6.1<br>$ 16.9 | 08/96 |
| 16<br>205<br>Portland<br>0916-35-906 | Georgia<br>Ghent<br>Broadway<br>Reconstruction | S032C2<br>5<br>2<br>0.1' | USP<br>13<br>C<br>1101 | $ 0.0<br>$ 3.6<br>$ 2.4<br>$6.1 | 08/96 |
| 16<br>178<br>Corpus Christi | | | | | |

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USP - Urban Streets Program

MISC - Miscellaneous State Programs

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1997 Annual Element
## (October 1996 - September 1996)

## STATE FUNDED HIGHWAY PROJECTS
**(Funds in Thousands)**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi<br>8024-16-007 | Airline Road<br>Wooldridge Road<br>SH 357 (Saratoga Boulevard)<br>Construct 5 Ln Sec W/C & G.SW | S078C<br>4<br>2/5<br>0.51 | PASS<br>18<br>C<br>1101 | $ 0.0<br>$ 822.9<br>$ 199.1<br>$1,022.0 | 12/96 |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
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| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# LOCALLY FUNDED
# REGIONALLY SIGNIFICANT
# HIGHWAY PROJECTS

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## LOCALLY FUNDED, REGIONALLY SIGNIFICANT HIGHWAY PROJECTS
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|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Wynn Seale Neighborhood, Ph.III<br>Sts include 16th,17th & 18th<br>(Cole to Staples and Baldwin)<br>Pavement, utility and drainage | S083C1<br>7<br>-<br>- | CDBG<br><br>C<br>1101 | $ 560.0<br>$ 0.0<br>$ 140.0<br>$ 700.0 | |
| 16<br>178<br>Corpus Christi | Nile Drive<br>Pharaoh Drive<br>Ennis Joslin<br>St. Widening, Utility, Drainage | S084C<br>7<br>2/4<br>0.4 | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 475.0<br>$ 475.0 | Project to be coordinated with Spur 3 project. |
| 16<br>178<br>Corpus Christi | Annaville Area Neigh'hood Sts.<br>Streets include Margie and Leonard<br>-<br>Pavement, utility and drainage | S082C<br>7<br>-<br>- | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 633.0<br>$ 633.0 | |
| 16<br>178<br>Corpus Christi | Leopard Street<br>Rand Morgan<br>Rehfield Road<br>Engineering | S028E<br>3<br>-<br>2.2 | -<br>Bnd<br>E<br>1101 | $ 0.0<br>$ 0.0<br>$ 148.0<br>$ 148.0 | |
| 16<br>178<br>Corpus Christi | Del Mar Neigh-hood Sts. Ph III<br>Streets bounded by Alameda, Staples<br>and Louisiana Parkway<br>Pavement, utility and drainage | S080C<br>7<br>-<br>- | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 1,346.0<br>$ 1,346.0 | |
| 16<br>178<br>Corpus Christi | IH-37<br>East Frontage at<br>Nueces River Park<br>Ramp Reversal | S103C<br>-<br>-<br>- | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 530.0<br>$ 530.0 | Possible EDA Grant |
| 16<br>178<br>Corpus Christi | Up River Road<br>0.82 miles East to 0.62 miles West<br>of Corn Products Road<br>Construction | S098C1<br>-<br>-<br>- | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 120.0<br>$ 120.0 | |

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## FY 1996 Annual Element
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|---|---|---|---|---|---|
| 16<br>205<br>Portland | Various Functioanally Classified<br>Roads<br>N/A<br>Reconstruction | S099C1<br>7<br>-<br>- | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 700.0<br>$ 700.0 | |
| 16<br>205<br>Portland | Various Local Roads<br>N/A<br>N/A<br>Reconstruction and Drainage | S099C2<br>-<br>-<br>- | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 475.0<br>$ 475.0 | |
| 16<br>205<br>Portland | Various Functioanally Classified<br>Roads<br>N/A<br>Reconstruction and Drainage | S099C2<br>7<br>-<br>- | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 633.0<br>$ 633.0 | |
| 16<br>205<br>Portland | | | | | |
| 16<br>205<br>Portland | | | | | |
| 16<br>205<br>Portland | | | | | |
| 16<br>205<br>Portland | | | | | |

E - Engineering Phase
C - Construction Phase
FC - Functional Classification of Streets
STRAT - Commission Strategic Priority Funds
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MA/DB - Minimum Allocation/Donor Bonus Funds
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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1997 Annual Element
## (October 1996 - September 1997)

## LOCALLY FUNDED, REGIONALLY SIGNIFICANT HIGHWAY PROJECTS
(Funds in Thousands)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Leopard Street, Phase I<br>Rehfield<br>Violet Road<br>Reconstruction of Median | S028C<br>3<br>4/4<br>2.2 | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 905.0<br>$ 905.0 | |
| 16<br>178<br>Corpus Christi | Santa Fe<br>Doddridge Street<br>Robert Street<br>Street Overlay | S087R<br>5<br>4/4<br>1.0 | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 300.0<br>$ 300.0 | |
| 16<br>178<br>Corpus Christi | Weber Road<br>Staples Street<br>SH 358<br>Street Overlay | S088R<br>3<br>5/5<br>1.5 | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 430.0<br>$ 430.0 | |
| 178<br>Corpus Christi | Alameda Street<br>Louisiana Parkway<br>Doddridge Street<br>Street Overlay | S086R<br>3<br>5/5<br>1.8 | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 500.0<br>$ 500.0 | |
| 16<br>178<br>Corpus Christi | Del Mar Neighborhood Sts. Ph.1<br>Streets bounded by Ocean, Ayers,<br>Louisiana and Santa Fe<br>Pavement, utility and drainage | S080R<br>7<br>-<br>- | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 1,130.0<br>$ 1,130.0 | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1998 Annual Element
## (October 1997 - September 1998)

## LOCALLY FUNDED, REGIONALLY SIGNIFICANT HIGHWAY PROJECTS
**(Funds in Thousands)**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Rand Morgan<br>Leopard Street<br>Agnes Street<br>ROW Acquisition | S069R<br>3<br>-<br>- | -<br>Bnd<br>R<br>1101 | $ 0.0<br>$ 0.0<br>$ 1,500.0<br>$ 1,500.0 | |
| 16<br>178<br>Corpus Christi | McKinzie Drive<br>Haven Drive<br>2.6 miles South of IH-37<br>ROW Acquisition | S075R<br>3<br>-<br>- | -<br>Bnd<br>R<br>1101 | $ 0.0<br>$ 0.0<br>$ 255.0<br>$ 255.0 | |
| 16<br>178<br>Corpus Christi | Leopard Street<br>Violet Road<br>McKinzie Road<br>Construction | S028C<br>3<br>-<br>1.9 | -<br>Bnd<br>C<br>1101 | $ 0.0<br>$ 0.0<br>$ 590.0<br>$ 590.0 | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# NOT FUNDED
# REGIONALLY SIGNIFICANT
# HIGHWAY PROJECTS

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1998 Annual Element
## (October 1997 - September 1998)

## NOT FUNDED, REGIONALLY SIGNIFICANT HIGHWAY PROJECTS
(Funds in Thousands)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi<br>0326-01-030 | SH 286 (Crosstown Expressway)<br>SH 358 (SPID)<br>SH 357 (Saratoga Blvd)<br>Extension of Freeway | S012-2<br>2<br>6<br>1.8 | STRAT<br>12<br>C<br>1101 | $ 10,284.0<br>$ 2,571.0<br>$ 0.0<br>$ 12,855.0 | |
| 16<br>178<br>Corpus Christi<br>0326-01-036 | SH 286 (Crosstown Expressway)<br>At SH 358 (SPID) Interchange<br><br>Reconstruct Interchange | S012-3<br>2<br>-<br>0.5 | STRAT<br>12<br>C<br>1101 | $ 24,960.0<br>$ 6,240.0<br>$ 0.0<br>$ 31,200.0 | |
| 16<br>205<br>Portland<br>0101-04-062 | US 181<br>North of Portland<br>S. of FM 893 (Moore Av) Underpass<br>Widen to 6 lanes | S013-2<br>2<br>4/6<br>1.2 | NHS<br>12<br>C<br>1101 | $ 4,720.0<br>$ 1,180.0<br>$ 0.0<br>$ 5,900.0 | |
| 205<br>Portland<br>0101-04-062 | US 181<br>S. of FM 893 (Moore Av) Underpass<br>N. end of Nueces Bay Causeway<br>Widen to 6 lanes | S013-3<br>2<br>4/6<br>2.3 | NHS<br>12<br>C<br>1101 | $ 16,160.0<br>$ 4,040.0<br>$ 0.0<br>$ 20,200.0 | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# AVIATION PROJECTS

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1996 Annual Element
## (October 1995 - September 1996)

## AVIATION PROJECTS
(Funds in Thousands)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Terminal Reconstruction | | FAA<br>-<br>Const.<br>1101 | $ 1,500.0<br>$ 0.0<br>$ 1,500.0<br>$ 3,000.0 | <br><br>Local share by PFC<br>Funds |
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Runway 17-35 Rehabilitation | | FAA<br>-<br>Const.<br>1101 | $ 590.0<br>$ 0.0<br>$ 65.0<br>$ 655.0 | <br><br>Local share by Capital<br>Reserve Funds |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1997 Annual Element
## (October 1996 - September 1997)

## AVIATION PROJECTS
**(Funds in Thousands)**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Terminal Reconstruction | | FAA<br><br>Const.<br>1101 | $ 1,500.0<br>$ 0.0<br>$ 1,100.0<br>$ 2,600.0 | <br><br>Local share by PFC<br>Funds |
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Airfield Drainage Improvements | | FAA<br><br>Const.<br>1101 | $ 1,125.0<br>$ 0.0<br>$ 125.0<br>$ 1,250.0 | <br><br><br> |
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Airport Water Sys. Impts. | | FAA<br><br>Const.<br>1101 | $ 149.0<br>$ 0.0<br>$ 17.0<br>$ 166.0 | <br><br>Local share by PFC<br>Funds |
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Air Cargo/Multiuse Building | | FAA<br><br>Const.<br>1101 | $ 43.2<br>$ 0.0<br>$ 10.8<br>$ 54.0 | <br><br>Local share by Capital<br>Reserves |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1998 Annual Element
## (October 1997 - September 1998)

## AVIATION PROJECTS
(Funds in Thousands)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Terminal Reconstruction | | FAA<br><br>Const.<br>1101 | $1,265.0<br>$ 0.0<br>$ 1,000.0<br>$ 2,265.0 | <br><br>Local share by PFC<br>Funds |
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>West Apron Improvements | | FAA<br><br>Const.<br>1101 | $ 630.0<br>$ 0.0<br>$ 0.0<br>$ 630.0 | |
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Airfield Equipment Storage Facility | | FAA<br><br>Const.<br>1101 | $ 322.0<br>$ 0.0<br>$ 28.0<br>$ 350.0 | <br><br>Local share by Bond<br>Reserve Funds |
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Air Caro/Multiuse Building | | FAA<br><br>Const.<br>1101 | $0.0<br>$ 0.0<br>$ 594.0<br>$ 594.0 | <br><br>Local share by Capital<br>Reserve Funds |
| 16<br>178<br>Corpus Christi | Airport Project<br>N/A<br>N/A<br>Parking Lot Improvements | | FAA<br><br>Const.<br>1101 | $ 0.0<br>$ 0.0<br>$ 50.0<br>$ 50.0 | <br><br>Local share by Capital<br>Reserve Funds |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# PORT PROJECTS

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1996 Annual Element
## (October 1995 - September 1996)

## PORT AUTHORITY PROJECTS
(Funds in Thousands)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Northshore Road/Rail Corridor<br>IH 37<br>US 181<br>Permits | S006E<br>3<br>-<br>11.5 | -<br>Pt. Auth<br>E<br>1101 | $ 0.0<br>$ 0.0<br>$ 500.0<br>$ 500.0 | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1997 Annual Element
## (October 1996 - September 1997)

## PORT AUTHORITY PROJECTS
**(Funds in Thousands)**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Northshore Road/Rail Corridor<br>IH 37<br>US 181<br>Engineering | S006E<br>3<br>-<br>11.7 | -<br>Pt. Auth.<br>E<br>1101 | $ 600.0<br>$ 0.0<br>$ 150.0<br>$ 750.0 | Seeking Federal funding, subject to approval by Port of Corpus Christi Authority. |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
## FY 1998 Annual Element
## (October 1997 - September 1998)

## PORT AUTHORITY PROJECTS
(Funds in Thousands)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 16<br>178<br>Corpus Christi | Northshore Road/Rail Corridor<br>IH 37<br>US 181<br>Engineering | S006E<br>3<br>-<br>11.5 | -<br>Pt. Auth.<br>E<br>1101 | $ 1,200.0<br>$ 0.0<br>$ 300.0<br>$ 1,500.0 | Seeking Federal funding, subject to approval by Port of Corpus Christi Authority |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |
| 16<br>178<br>Corpus Christi | | | | | |

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# FINANCIAL PLAN

# MPO TOTAL
## FY 1996 - 1998 TIP FINANCIAL SUMMARY
(Funds in Thousands)

**CORPUS CHRISTI MPO**

| Funding Source | Category of Work | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1 - Interstate Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 - Interstate Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 - National Highway System | | | | | | | | |
| | 3B - Texas Trunk System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other NHS | 0 | 0 | 11,100 | 11,100 | 0 | 0 | 11,100 | 11,100 |
| | 4 - Surface Transportation Program | | | | | | | | |
| | 4A - Safety | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4B - Enhancement | 1,862 | 1,862 | 0 | 0 | 0 | 0 | 1,862 | 1,862 |
| | 4C - Metropolitan Mobility | 3,499 | 1,549 | 3,499 | 2,112 | 3,499 | 3,412 | 10,497 | 7,073 |
| | 4D - Urban Mobility | 0 | 0 | 1,620 | 1,620 | 0 | 0 | 1,620 | 1,620 |
| | 4E - Rural Mobility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4F - STP Rehabilitation | 0 | 0 | 0 | 0 | 2,110 | 2,110 | 2,110 | 2,110 |
| | 4G - RR Grade Separation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 - Congestion Mitigation and Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6 - Bridge | | | | | | | | |
| | 6A - Bridges on System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6B - Bridges off System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# MPO TOTAL
## FY 1996 - 1998 TIP FINANCIAL SUMMARY
(Funds in Thousands)

**CORPUS CHRISTI MPO**

| Funding Source | Category of Work | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 12 - Commission Strategic Priority | | | | | | | | |
| | 12 A - Federal and State Funding | 9,300 | 9,300 | 0 | 0 | 0 | 0 | 9,300 | 9,300 |
| | 12 B - 100% State Funding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 15 - Demonstration Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 16 - (Federal Projects) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Federal Land Highway Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal - FTA | Section 3 | 3,100 | 3,100 | 3,400 | 3,400 | 0 | 0 | 6,500 | 6,500 |
| | Section 9 | 3,168 | 3,168 | 3,544 | 3,544 | 2,296 | 2,296 | 9,008 | 9,008 |
| | Section 16 | 95 | 95 | 0 | 0 | 0 | 0 | 95 | 95 |
| | Section 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS - Highways | Federal FHWA | 14,661 | 12,711 | 16,219 | 14,832 | 5,609 | 5,552 | 36,489 | 33,065 |
| | 100% State Funded Projects | 8,963 | 8,963 | 1,022 | 1,022 | 0 | 0 | 9,985 | 9,985 |
| | Total MPO | 23,624 | 21,674 | 17,241 | 15,854 | 5,609 | 5,552 | 46,474 | 43,050 |
| TOTALS - Transit | Federal FTA Program | 6,363 | 6,363 | 6,944 | 6,944 | 2,296 | 2,296 | 15,603 | 15,603 |
| | State Match for Transit Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Local Match for Transit Projects | 1,591 | 1,591 | 1,736 | 1,736 | 574 | 574 | 3,901 | 3,901 |
| Additional Match | Additional Highway Match | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Additional Transit Match | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Locally Funded Projects | City | 5,760 | 5,760 | 3,265 | 3,265 | 2,345 | 2,345 | 11,370 | 11,370 |
| | County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# ANNUAL SELF-CERTIFICATION

# CORPUS CHRISTI
# METROPOLITAN PLANNING ORGANIZATION

P.O. Box 9277, Corpus Christi, Texas 78469-9277 Phone: (512) 880-3540

*City of Corpus Christi*
*City of Portland*
*Nueces County*
*San Patricio County*
*Regional Transportation Authority*
*Port of Corpus Christi Authority*
*Texas Department of Transportation*
*Federal Highway Administration*
*Federal Transit Administration*


## MPO SELF-CERTIFICATION

We, Thomas E. Word, Jr., P.E. District Engineer, a duly authorized representative of the TEXAS DEPARTMENT OF TRANSPORTATION, and Mary Rhodes, Mayor of Corpus Christi, a duly authorized representative of the CORPUS CHRISTI TRANSPORTATION STUDY, hereby certify and attest that the transportation planning conducted within the Metropolitan Study Area by its agents and/or representatives, and funded under the latest approved Unified Work Program (UWP), is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

(1) Section 134 of Title 23, U.S.C., Section 8 of the Transit Act (49 U.S.C. app. 1607) and this part (450);

(2) Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C.) 7504, 7506 (c) and (d);

(3) Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(4) Section 1003 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of Disadvantaged Business Enterprises in the FHWA and FTA funded planning projects (Sec. 105 (f) Pub. L. 97-424, 96 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts, 27, 37, and 38).

Witness these signatures this 5th day of October, 1995.

TEXAS DEPARTMENT
OF TRANSPORTATION
CORPUS CHRISTI DISTRICT

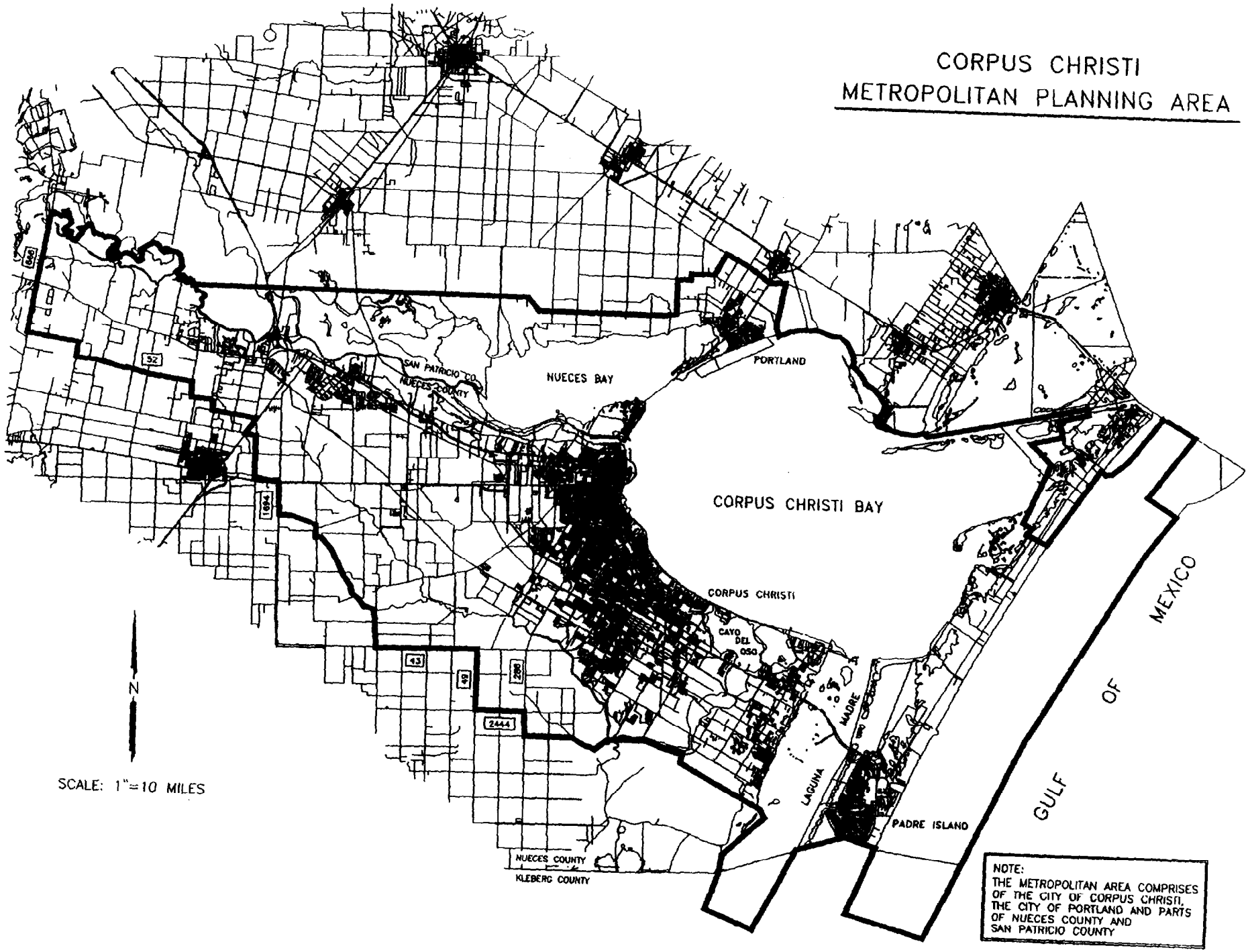
District Engineer

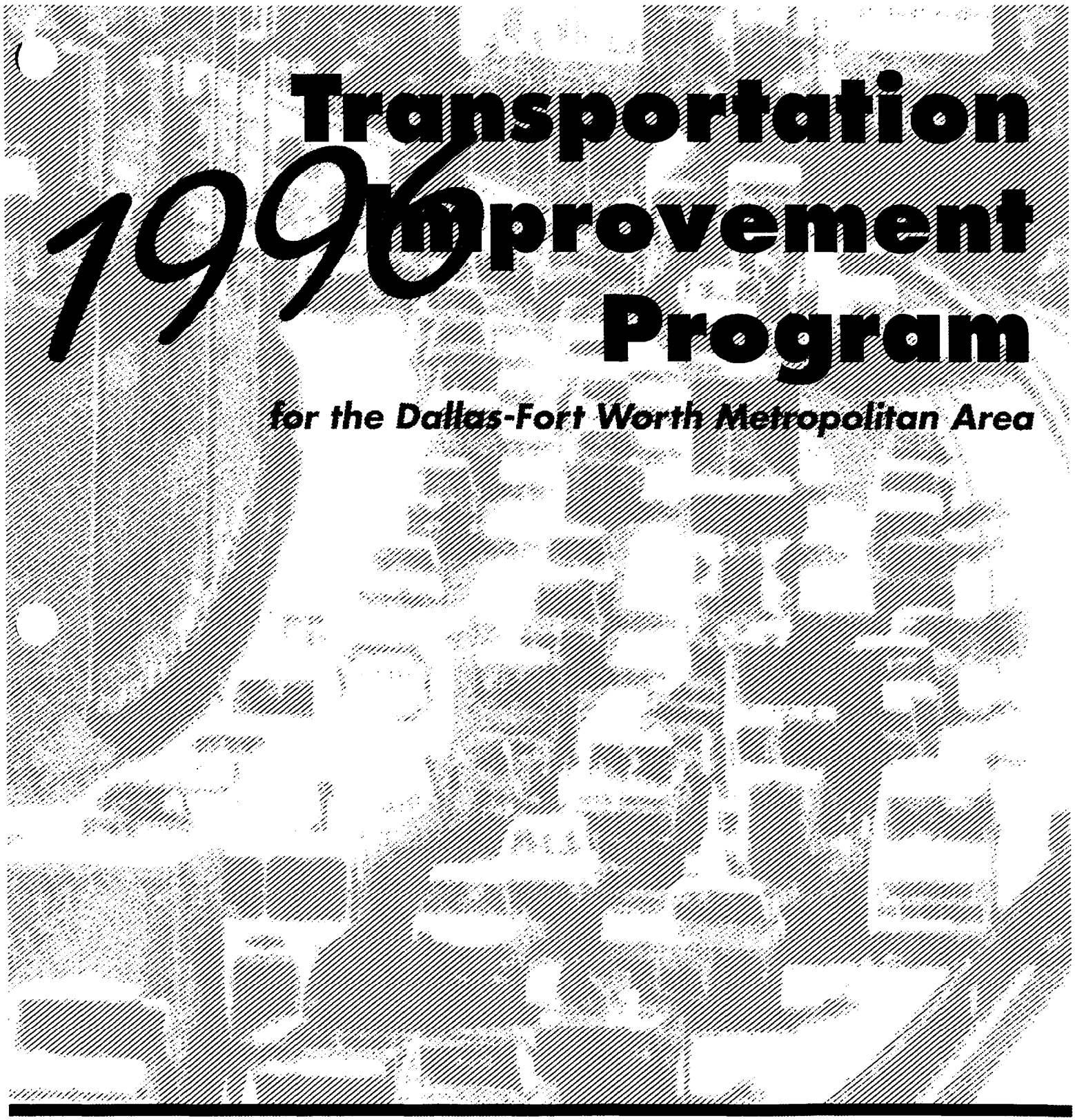
CORPUS CHRISTI TRANSPORTATION STUDY
POLICY COMMITTEE CHAIRPERSON

Chairperson

# MAP

# CORPUS CHRISTI
# METROPOLITAN PLANNING AREA





# 1996 Transportation Improvement Program

## for the Dallas-Fort Worth Metropolitan Area

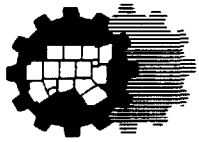
**North Central Texas Council of Governments**
**Texas Department of Transportation**
**Texas Turnpike Authority**
**Local Governments**
**Transit Authorities**

## What is NCTCOG?

The North Central Texas Council of Governments is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966, to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has **223 members**, including 16 counties, 158 cities, 25 independent school districts and 24 special districts. The area of the region is approximately **12,800 square miles**, which is larger than nine states, and the population of the region is over **4.2 million**, which is larger than 30 states.

**NCTCOG's structure** is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the **General Assembly** which annually elects an 11-member Executive Board (9 local elected officials and 2 regional citizens). The **Executive Board** is supported by policy development, technical advisory, and study committees, as well as a professional staff of approximately 100.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

**North Central Texas Council of Governments**
**P. O. Box 5888**
**Arlington, Texas 76005-5888**
**(817) 640-3300**

### NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

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Prepared in cooperation with the Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

*"The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation."*

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**Management Committee**
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# I. INTRODUCTION

Transportation planning began at the North Central Texas Council of Governments (NCTCOG) for the Dallas-Fort Worth area in December 1969. NCTCOG was later designated by the Governor as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area in July 1974. The State Department of Highways and Public Transportation (SDHPT), now the Texas Department of Transportation (TxDOT), along with the *Federal Aid Highway Act of 1973*, initiated the Statewide structuring of key policy committees of elected officials. NCTCOG's Transportation Department serves as staff to the MPO to support the policy decisions made by local elected officials serving on the Regional Transportation Council (RTC) and the NCTCOG Executive Board. The Regional Transportation Council is the regional transportation policy body for the MPO. According to the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450.312), "The MPO in cooperation with the State and with operators of publicly owned transit services shall be responsible for carrying out the metropolitan transportation planning process. . . . They shall cooperatively develop the unified planning work program, transportation plan, and transportation improvement program."

The contract for the Metropolitan Planning Organization involves the North Central Texas Council of Governments, the Regional Transportation Council, and the State of Texas. The designation of the MPO is by agreement among the units of general purpose local governments and the Governor of Texas. The initial designation by the Governor was on July 2, 1974. The latest designation (which was approved by NCTCOG's Executive Board on July 28, 1988, and by the Regional Transportation Council on July 8, 1988) will continuously be in effect after September 1, 1988, until rescinded. A copy of this agreement is provided as Appendix A.

# A. PURPOSE

The Transportation Improvement Program (TIP) is a staged, multiyear program of projects proposed for funding by federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. The 1996 TIP was developed by the North Central Texas Council of Governments in cooperation with local governments, the Texas Department of Transportation, and local transit authorities in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFR Part 613) promulgated in the October 28, 1993, Federal Register as required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

All roadway and transit projects to be funded under Title 23 and Title 49 by the U.S. Department of Transportation must be listed in the TIP. All projects in this document which are proposed for federal funding were initiated in a manner consistent with the federal guidelines in Section 450, Subpart B, of Title 23 of the Code of Federal Regulations and Section 613, Subpart B, of Title 49 of the Code of Federal Regulations. In addition, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the TIP for the conformity analysis requirements of the Clean Air Act Amendments of 1990 (CAAA). The ozone nonattainment area and Metropolitan Area are identified in Figure 1.

The 1996 TIP identifies roadway and transit projects programmed within the next nine years. However, for some program categories, the time frame for project identification is shorter than nine years due to the process used to select projects for these categories. Project selection responsibility is represented by category in Table 1. The projects presented here have been chosen to implement improvements consistent with the Mobility 2010 Plan Update: The Regional Transportation Plan for North Central Texas. The Plan Update was developed for the year 2010 and includes both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods in the Dallas-Fort Worth Metropolitan Area.

Summaries of the 1996 TIP for each mode are included with the appropriate detailed project lists in Sections III to X of this document. Throughout the TIP, a number of acronyms are used to assist in the documentation. A list of acronyms and definitions is included in the Glossary (Section II).

## TIP OBJECTIVES

The 1996 TIP for the Dallas-Fort Worth Metropolitan Area was developed with the following local objectives:

- To identify and delineate transportation improvement projects recommended by the Regional Transportation Council as a result of the comprehensive, cooperative, and continuing regional transportation planning process. This is achieved through the multiyear listings of roadway and transit projects.

- To identify the priorities established by the RTC, local governments, transit authorities, and TxDOT for transportation system improvements.

FIG 1

# TRANSPORTATION AND AIR QUALITY PLANNING AREAS

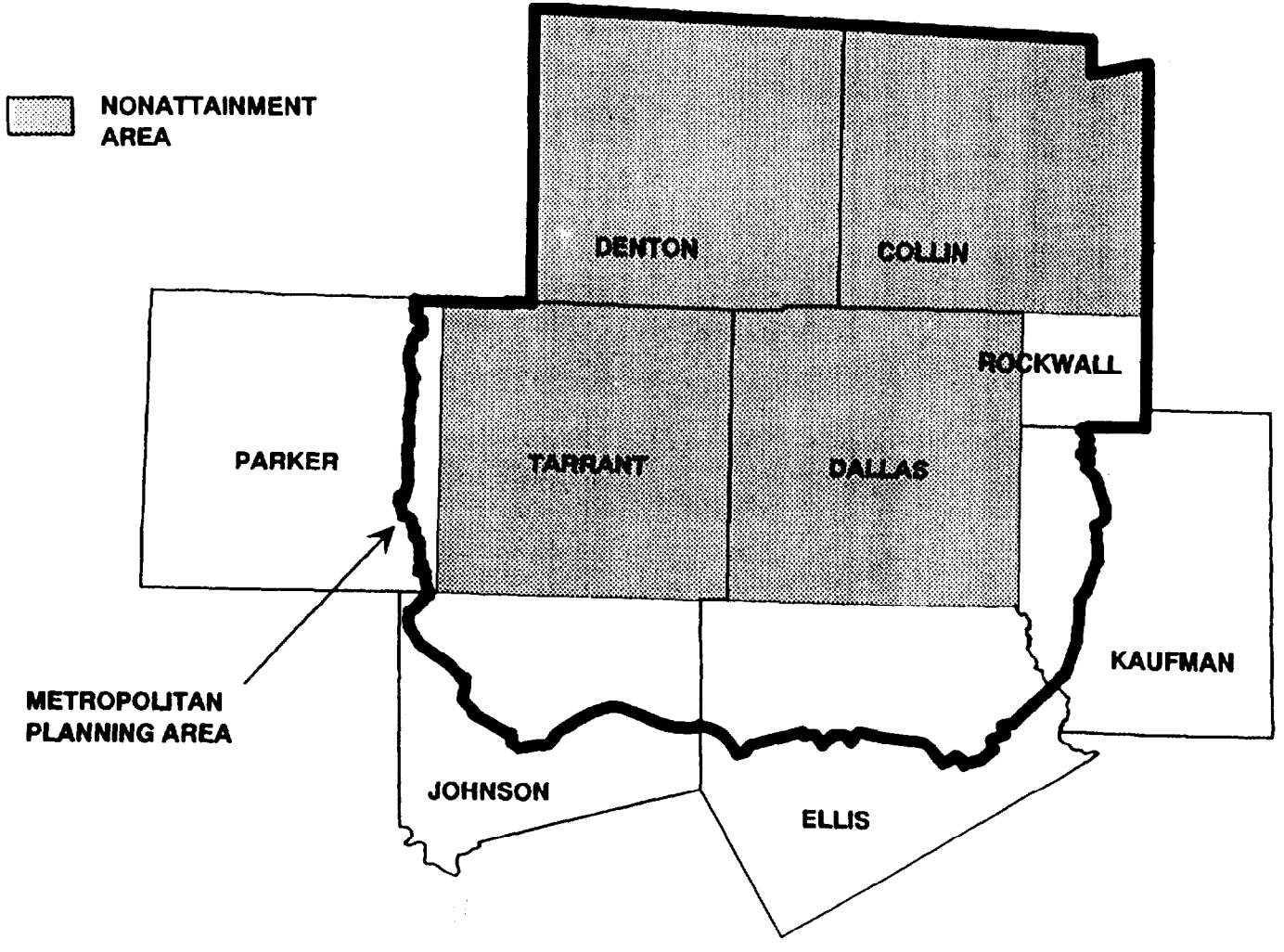


TABLE 1

## ROADWAY PROGRAM SELECTION RESPONSIBILITY

| CATEGORY | PROGRAM TITLE | SELECTED BY: |
|---|---|---|
| 1 | Interstate Construction | TxDOT Austin |
| 2 | Interstate Maintenance | TxDOT Districts |
| 3A | National Highway System (NHS)--Mobility | TxDOT Austin |
| 3B | NHS--Texas Trunk System | TxDOT Austin |
| 3C | NHS--Rehabilitation | TxDOT Districts |
| 3D | NHS--Traffic Management | TxDOT Austin |
| 3E | NHS--Miscellaneous | TxDOT Austin |
| 4A | Surface Transportation Program (STP)--Safety | TxDOT Austin |
| 4B | STP--Transportation Enhancement | TxDOT Austin * |
| 4C | STP--Metropolitan Mobility | MPO |
| 4D | STP--Urban Mobility/Rehabilitation | TxDOT Districts |
| 4E | STP--Rural Mobility/Rehabilitation | TxDOT Districts |
| 4F | STP--Rehabilitation | TxDOT Districts |
| 4G | STP--Railroad Grade Separations | TxDOT Austin |
| 5 | Congestion Mitigation & Air Quality Improvement | MPO |
| 6A | Bridges--On-System | TxDOT Austin |
| 6B | Bridges--Off-System | TxDOT Austin |
| 7 | State Preventative Maintenance | TxDOT Districts |
| 8A | State FM/RM Road Rehabilitation | TxDOT Districts |
| 8B | Expansion or New Location of Current State FM/RM Roads | TxDOT Austin |
| 9 | State Park Roads | TxDOT Austin |
| 10A | Traffic Control Devices | TxDOT Districts |
| 10B | Rehabilitation of Traffic Management Systems | TxDOT Districts |
| 11 | State District Discretionary | TxDOT Districts |
| 12 | Commission Strategic Priority | TxDOT Austin |
| 13A | State-Funded Mobility | TxDOT Austin |
| 13B | Hurricane Evacuation Routes | TxDOT Austin |
| 13C | NAFTA Discretionary | TxDOT Austin |
| 13D | Urban Street Program | MPO |
| 14 | State-Funded Rehabilitation | TxDOT Districts |
| 15 | Demonstration | Congress |
| 16 | Miscellaneous | TxDOT Austin |
| 17 | Principal Arterial Street System (PASS)-- Metro Match | TxDOT Austin |
| 18 | PASS | TxDOT Austin |

* Enhancement projects prioritized by MPO and selected by TxDOT Austin

## TRANSIT PROGRAM SELECTION RESPONSIBILITY

| TRANSIT CATEGORY | SELECTED BY: |
|---|---|
| 3 | Congress |
| 9 | MPO |
| 16 | MPO & TxDOT Districts |
| 18 | TxDOT Districts |

- To indicate realistic, current estimates of costs for funding transportation improvement programs and individual projects for each year constrained by estimates of available revenues.

- To demonstrate that energy, environmental, air quality, cost, and mobility considerations are addressed in regional transportation planning and local programming.

- To implement Mobility 2010 Plan Update: The Regional Transportation Plan for North Central Texas in accordance with guidelines established in ISTEA.

## RELATIONSHIP OF TRANSPORTATION PLANNING DOCUMENTS

Based on ISTEA legislation, NCTCOG, as the MPO, has the responsibility of preparing and maintaining the Regional Transportation Plan, a Transportation Improvement Program, and a Unified Planning Work Program (UPWP). In addition, areas greater than 200,000 in population, such as the Dallas-Fort Worth area, now designated as Transportation Management Areas (TMA) according to ISTEA, must also have in place a Congestion Management System (CMS). Because Collin, Dallas, Denton, and Tarrant Counties have been designated as nonattainment areas for the pollutant ozone, the MPO shall coordinate the development of a regional transportation plan with the process of developing Transportation Control Measures (TCM) for the State Implementation Plan (SIP) required by the Clean Air Act. The 1996 Transportation Improvement Program has been developed to take into account the following planning documents and requirements in addition to the 15 planning factors identified by ISTEA to be specifically considered by MPOs in developing transportation plans and programs. These factors are outlined in Table 2. Figure 2 illustrates the relationship between the TIP, the UPWP, and the Regional Transportation Plan.

### Mobility 2010 Plan Update: The Regional Transportation Plan for North Central Texas

Mobility 2010 Plan Update: The Regional Transportation Plan for North Central Texas is the long-range framework for transportation system development. The Transportation Improvement Program is the mechanism by which the Plan Update will be implemented. The Plan Update calls for substantial roadway construction in the developing areas of the region, upgrading of existing roadways in developed areas, and a significant expansion of public transportation in developed areas. Implementation of this Plan, through the TIP, will require an aggressive approach to roadway and high occupancy vehicle lane construction, a commitment to public transportation, and dedication to a regional congestion management system based on transportation system management options and travel demand management techniques to reduce congestion and augment major capital investments. An update of the Mobility Plan was required by ISTEA by October 1, 1993, and must address the following points: long- and short-range strategies; identification of transportation demand of persons and goods; identification of adopted congestion management strategies as appropriate; identification of pedestrian walkway and bicycle facilities; the results of the management systems, including the identification of single-occupant vehicle (SOV) improvements identified in the Congestion Management System; assessment of measures necessary to preserve existing transportation systems; identification of all proposed transportation projects for the purposes of air quality

TABLE 2

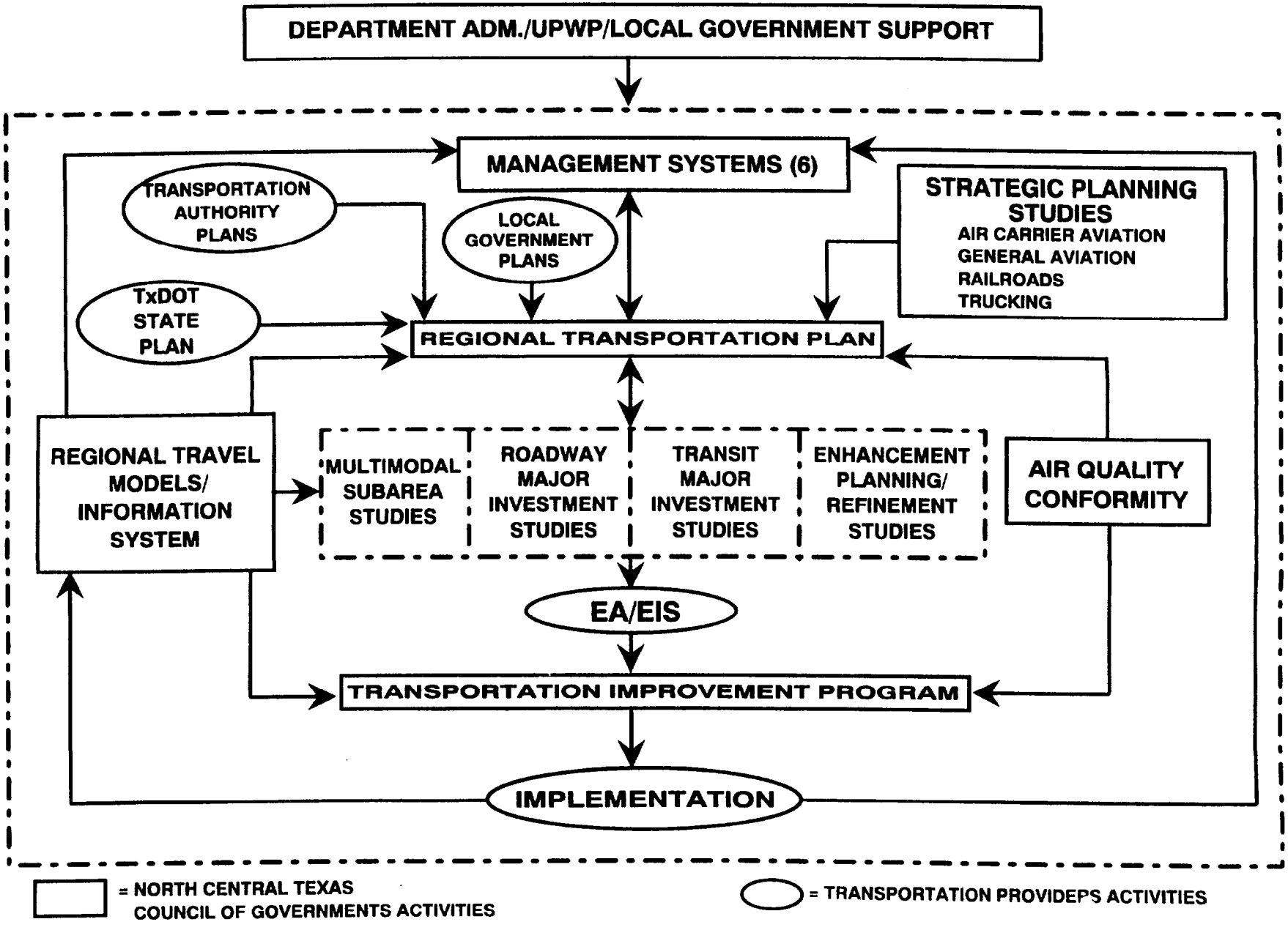
## MOBILITY 2010 PLAN UPDATE

## ISTEA FACTORS TO BE CONSIDERED IN THE PLANNING PROCESS

| | FACTOR |
|---|---|
| 1. | Preservation and efficient use of existing transportation facilities |
| 2. | Consistency with energy conservation programs, goals, and objectives |
| 3. | Relief and prevention of traffic congestion |
| 4. | Effects of transportation policy decisions on land use and development; consistency with short- and long-term land-use and development plans |
| 5. | Programming of expenditures on transportation enhancement activities |
| 6. | Effects of all transportation projects regardless of funding source |
| 7. | Access to intermodal facilities, freight distribution routes, national parks, recreational areas, monuments and historic sites, and military installations |
| 8. | Connectivity with roads outside metropolitan area |
| 9. | Transportation needs identified in the congestion management system |
| 10. | Preservation of right-of-way for future transportation facilities |
| 11. | Methods to enhance efficient movement of freight |
| 12. | Use of life-cycle costs in the design and engineering of bridges, tunnels, and pavement |
| 13. | Overall social, economic, energy, and environmental effects of transportation decisions |
| 14. | Method to expand and enhance transit services and increase their use |
| 15. | Capital investments to increase security in transit systems |

FIGURE 2

# UNIFIED PLANNING WORK PROGRAM



conformity; multimodal evaluation of transportation, socioeconomic, environmental, and financial impacts of the Plan including all major transportation investments; assumptions in corridors where major transportation investment studies have not been completed, detailed sufficiently for air quality conformity; and reflection of the area's comprehensive land-use plan and other development objectives, if they exist. An Executive Summary of the Mobility 2010 Plan Update is provided as Appendix B

## 1995-96 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program is the instrument for coordinating transportation and comprehensive planning in the North Central Texas region. This Work Program includes a description of proposed work submitted to State and federal agencies that are the financial sponsors of the Program, and it serves as a management tool for the participating entities. The 1995-96 Unified Planning Work Program describes the transportation and comprehensive planning efforts in the North Central Texas Region for the period from October 1, 1995, to September 30, 1996, and defines the functional and financial responsibilities of participating agencies. The UPWP was developed in accordance with the Metropolitan Planning Rules of ISTEA. Figure 2 illustrates the organizational structure developed by NCTCOG to carry out the functional responsibilities of the MPO as outlined by ISTEA.

## TxDOT Project Development Plan and Statewide Transportation Improvement Program

The Project Development Plan (PDP) is TxDOT's 10-year planning document that guides the planning and development of each District's transportation improvements. In the Dallas-Fort Worth area, this includes the Fort Worth District Office and the Dallas District Office. All TxDOT projects included in the TIP are also included in the PDP. Because the PDP is a ten-year planning document and the TIP is nine-year document, the PDP may include additional projects in Year 10. In addition, ISTEA requires that the TIP be constrained by available financial resources; while TxDOT, based on State law, may overprogram the PDP by as much as 30 percent. Hence, the PDP may contain additional projects beyond those included in the TIP. In order for any of these additional projects to move forward, they must be included in the TIP and, subsequently, the Statewide Transportation Improvement Program (STIP). Copies of the TxDOT PDP can be obtained through the Fort Worth and Dallas District Offices.

TxDOT's PDP will be used as a guideline for programming projects in the STIP. Only those projects with Level III construction authority may be selected for the categories programmed by TxDOT for inclusion in the STIP. In metropolitan areas, these projects are programmed in the regional TIPs which are then included in the Statewide TIP; Level III projects in rural areas of the State are programmed directly into the STIP. Appendix C contains a list of projects which are not planned for construction within the three-year time frame of the Statewide TIP but must be referenced in order for feasibility efforts to continue. The TxDOT staff is actively pursuing these projects, and they were included in the conformity analysis of the 1996 TIP.

**Management Systems**

Title 23 CFR Section 450.320 describes the relation of the metropolitan transportation planning process to management systems. The congestion management, public transportation, and intermodal management systems must all be an integral part of the metropolitan transportation planning process within metropolitan planning areas. The congestion management system must provide for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. The effectiveness of these management systems must be evaluated periodically as part of the metropolitan planning process. In nonattainment areas, single occupant vehicle capacity improvements are to be included in a congestion management system. In addition, the resulting SOV projects must utilize management strategies such as travel demand reduction and operational management strategies as appropriate for the corridor. Projects that had advanced beyond the National Environmental Policy Act (NEPA) stage prior to April 6, 1992, and which are actively advancing to implementation are not subject to this provision.

## ISTEA REQUIREMENTS IMPACTING THE TIP

This 1996 TIP has been developed in accordance with the requirements of ISTEA and regulations promulgated by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) dated October 28, 1993. Federal regulations mandate that the metropolitan transportation planning process must include development of a TIP for the metropolitan planning area by the MPO in cooperation with the State and public transit operators. Specific requirements of the TIP and a brief discussion of how NCTCOG met the requirements are outlined below.

- **The TIP must be updated at least every two years.**

  It is currently the policy of the Regional Transportation Council to update the Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area on an annual basis. This is done through continual refinement of the projects currently committed to in the TIP and through Calls for Projects for available funding as deemed necessary in cooperation with TxDOT, Dallas Area Rapid Transit (DART), Fort Worth Transportation Authority (FWTA), and counties and local governments in the Dallas-Fort Worth Metropolitan Area.

- **In nonattainment and maintenance areas for transportation-related pollutants, FHWA and FTA, as well as the MPO, must make a conformity determination on any new or amended TIPs (unless the amendment consists entirely of exempt projects).**

  The Final Rule Conformity Determinations for the 1996 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area and the Mobility 2010 Plan Update: The Regional Transportation Plan for North Central Texas was completed by NCTCOG and forwarded to the federal and State reviewing agencies on October 21, 1994. This analysis was conducted based on receipt of a Clean Air Act Section 182(f) nitrogen oxides (NOx) waiver, which was received from the U.S. Environmental Protection Agency on November 21, 1994. A conformity determination by FHWA/FTA

is expected in December 1994. An Executive Summary of the conformity analysis is provided in Chapter F of this document. Complete copies are available from NCTCOG.

- **There must be reasonable opportunity for public comment.**

  On June 1, 1994, the RTC adopted the NCTCOG Transportation Public Involvement Process which meets and exceeds the requirements mandated by federal law (ISTEA). Regular, supplemental, and other public meetings were held throughout the TIP development process in accordance with this policy and federal law. The public involvement process followed in development of the 1996 TIP is further described in Chapter C of this Section.

- **The TIP shall cover a period of not less than three years, but may cover a longer period if it identifies priorities and financial information for the additional years.**

  The 1996 TIP, in accordance with federal guidelines and RTC policy, identifies roadway and transit projects programmed within the next nine years. Projects are only programmed for those years in which federal and State funding is committed or may reasonably be expected by category. This is illustrated in Table 1.

- **The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.**

  The 1996 TIP is financially constrained by year and by category as described above. The financial plan for the first three years of the TIP, broken down by TxDOT District (Dallas and Fort Worth), is provided as Section XI.

- **The TIP shall include projects as outlined in Title 23 CFR Section 450.324.**

  The 1996 TIP includes all regionally significant transportation projects to be implemented with federal, State, or local funds consistent with the Transportation Plan. Information included in the project description includes: sufficient descriptive material to identify the project, estimated total cost, obligated federal funds by year, proposed funding source, funding recipient, identification of TCMs, and identification of projects to implement paratransit and key station plans required by the Americans with Disabilities Act of 1991 (ADA).

- **In nonattainment and maintenance areas, projects included shall be specified in sufficient detail to permit air quality conformity analysis.**

  The design concept, or the type of facility identified by each project, is contained in the project listings in Sections III through X for each project. The design scope identifies the design aspects which will affect the facilities impact on regional emissions, such as the number of lanes or tracks to be constructed, length of project, signalization, access control, etc. These characteristics are included in the project listings.

## B. DEFINITION OF AREA

The North Central Texas Council of Governments is designated by the Governor of Texas as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area in accordance with federal law (PL 102-240), the Intermodal Surface Transportation Efficiency Act of 1991. The 1990 U.S. Census revealed that the populations of both the Denton and Lewisville urbanized areas exceed 50,000. As a result, the U.S. Bureau of the Census designated these cities as small urbanized areas of less than 200,000. According to Section 134 of Title 23 of the United States Code and as reaffirmed in ISTEA, a Metropolitan Planning Organization shall be designated for each urbanized area of more than 50,000 population. During FY 1991-92, NCTCOG was so designated by the Governor of Texas as the Metropolitan Planning Organization for both the Denton and Lewisville urbanized areas. Hence, the Regional Transportation Council is also now serving as the policy body for transportation planning and fund programming in these areas.

The North Central Texas Region is the 16-county area within which NCTCOG is responsible for coordinating regional planning. This area consists of the Counties of Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise. The region was designated at the North Central Texas State Planning Region by Executive Order of the Governor on August 28, 1973. Comprehensive transportation planning in North Central Texas was initiated by the Texas Highway Department (now the Texas Department of Transportation) in July 1967 in the Dallas-Fort Worth Regional Transportation Study. That study set the foundation for subsequent transportation planning in the region and defined the area of primary interest for such work.

The Metropolitan Area consists of all of Collin, Dallas, Denton, Rockwall, and Tarrant Counties and portions of Ellis, Johnson, Kaufman, and Parker Counties, a total area of approximately 4,980 square miles. The Metropolitan Area covers the existing urbanized area and the contiguous area expected to be urbanized by the year 2020. The North Central Texas Region and the Metropolitan Area are shown in Figure 1. As a result of ISTEA, the Metropolitan Area also has the federal designation as the Transportation Management Area for the Dallas-Fort Worth area. The ozone nonattainment area of Collin, Dallas, Denton, and Tarrant Counties, all of which is included in the Dallas-Fort Worth Metropolitan Area, is also shown in Figure 1. All programmed transportation improvements outside the Metropolitan Area are contained in the Statewide Transportation Improvement Program.

## C. PUBLIC INVOLVEMENT PROCESS

Public involvement is solicited and strongly encouraged in NCTCOG's transportation planning program. Increasing the communication among citizens, elected officials, and technical staff permits these entities to work together to achieve desired goals and objectives. The public involvement program emphasizes the importance of involvement from all levels of government to the individual. When the public is involved, the direction and content of the planning efforts are more likely to address the wide range of issues that impact decision makers. Involving the public during the planning phase of any project will reduce the time and cost of eventual project implementation.

To ensure adequate public involvement in the TIP development process, the Regional Transportation Council created three Program Subcommittees during the 1993 TIP development process made up of local elected officials, TxDOT officials, and DART and FWTA representatives. The Subcommittees represented three geographic subregions of the Metropolitan Area and were responsible for recommending to the RTC projects within their subregions to be included in the TIP. TIP development is an annual, ongoing activity that produces new TIPs as a refinement of the existing TIP. The 1996 TIP is therefore a refinement of the 1993 TIP which was developed in cooperation with these three Program Subcommittees demonstrating an adequate public involvement process for initial programming of projects included in the 1996 TIP from previous TIPs.

On June 1, 1994, the RTC adopted the NCTCOG Transportation Public Involvement Process. These procedures require that a public meeting on the draft TIP be conducted at least 30 days prior to RTC approval of the document with a 10-day written comment period. Additional components of the Public Involvement Process includes reasonable public access to technical and policy information, open public meetings, and explicit consideration and response to public input. A copy of the NCTCOG Public Involvement Process is provided in Appendix D.

During development of the 1996 TIP, numerous public meetings were held to obtain a consensus of the constituency served by the Program. Initial public meetings were held in DeSoto and Richardson and at NCTCOG on July 26, 27, and 31, 1995 primarily to present the TxDOT-selected programs. Due to an unanticipated slowdown in transportation funding, significant effort was necessary to reprogram committed projects in both the STP-MM and CMAQ Programs, particularly in the Eastern Subregion. The results were presented at subsequent public meetings held in Carrollton and Fort Worth and at the Dallas County Commissioners' Court. The public notice of these meetings is provided as Table 3. Summaries of these public meetings are included in Appendix E.

NCTCOG regularly supports and holds meetings for the NCTCOG Executive Board, RTC, Surface Transportation Technical Committee, Travel Demand Management Committee, and the Air Quality Advisory Committee. These committees review, endorse, or approve the development of the TIP. These meetings are open to the public, and agendas are provided to all interested parties.

# The North Central Texas Council of Governments
# Regional Transportation Council
# and
# Texas Department of Transportation

Invite you to attend a public meeting on the:

## 1996 Transportation Improvement Program and Air Quality Conformity Analysis

## First Round:

**Wednesday, July 26, 1995** — **9:30 a.m.**
**DeSoto City Council Chambers**
**211 E. Pleasant Run, DeSoto, Texas**

**Thursday, July 27, 1995** — **4 p.m.**
**Richardson City Council Chambers**
**411 W. Arapaho Road, Richardson, Texas**

**Monday, July 31, 1995** — **1:30 p.m.**
**North Central Texas Council of Governments**
**616 Six Flags Drive, Third Floor, Arlington, Texas**

## Second Round:

**Wednesday, August 23, 1995** — **9:30 a.m.**
**Carrollton City Council Chambers**
**1945 Jackson Road, Carrollton, Texas**

**Wednesday, August 23, 1995** — **4 p.m.**
**Fort Worth City Council Chambers**
**1000 Throckmorton, Fort Worth, Texas**

**Thursday, August 24, 1995** — **4 p.m.**
**Dallas County Commissioners' Court**
**411 Elm Street, Dallas, Texas**

**FOR FURTHER INFORMATION, CONTACT:**

**Michael Morris, P.E.**
**Director of Transportation**
**North Central Texas Council of Governments**
**P.O. Box 5888**
**Arlington, Texas 76005-5888**
**Telephone (817) 695-9240**

If you plan to attend one of these public meetings and you have a disability that requires special arrangements at the meeting, contact Michael Morris 72 hours in advance of the meeting at 817/695-9240. Reasonable accommodations will be made to assist your needs.

# 1996 TRANSPORTATION IMPROVEMENT PROGRAM

The North Central Texas Council of Governments (NCTCOG), as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area and the Denton and Lewisville Urbanized Areas, is required to develop and maintain a Transportation Improvement Program (TIP) on an annual basis. This process is conducted in close coordination with the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA or the T), and local governments. The TIP is a staged, multiyear listing of transportation projects proposed for funding by federal, State, and local sources. Projects to be implemented with federal funds represent a prioritization of projects in the Regional Transportation Plan. In addition to producing this document, NCTCOG has the responsibility of selecting projects in three federal transportation programs. The Regional Transportation Council is the NCTCOG transportation policy body that selects projects for: the Surface Transportation Program--Metropolitan Mobility (STP-MM), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Transit Section 9 Program. TxDOT selects the projects in the remaining federal funding programs. TxDOT has recently delegated responsibility to the RTC for selecting projects for funding in the Urban Street Program. Two rounds of public meetings have been scheduled in order for the public to review and comment on proposed transportation projects. The first round of public meetings will address the following programming issues:

## URBAN STREET PROGRAM

The Urban Street Program was developed to address the need for rehabilitation of arterial streets which feed the State highway system. A Call for Projects is being issued to local governments for approximately $5 million to be programmed in the Dallas-Fort Worth Metropolitan Area in FY96. Upon approval by the Regional Transportation Council, the selected projects will be included in the 1996 TIP.

## SURFACE TRANSPORTATION PROGRAM--METROPOLITAN MOBILITY (STP-MM) AND CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

**Eastern Subregion (consists of Collin, Dallas, Denton, Rockwall, and portions of Ellis and Kaufman Counties):** Because of an unanticipated slowdown in transportation funding, a significant effort will be necessary to reprogram committed projects in both the STP-MM and CMAQ Programs. The results of this reprogramming effort will be presented at the second round of public meetings.

**Western Subregion (consists of Tarrant and portions of Johnson and Parker Counties):** Both Programs remained on schedule in 1995. Projects currently programmed for FY96 through FY98 will be reviewed for contract readiness. The details of the programming of these projects will be presented at the second round of public meetings along with the Eastern Subregion STP-MM and CMAQ projects.

## TRANSIT

Although projects to be funded through Transit Sections 9, 16, and 18 are selected regionally, Congress is responsible for the selection of projects to receive Transit Section 3 funds as well as apportionment of Section 9 funds to metropolitan and urbanized areas. Congressional action is being monitored in order to obtain the best estimate for FY96 apportionments for development of the 1996 TIP Transit Section. Therefore, specific projects will be presented at the second round of public meetings.

## TXDOT-SELECTED PROGRAMS

The remainder of federal- and State-funded programs are selected by the Texas Department of Transportation. The majority of those programs that increase capacity are selected by the Texas Transportation Commission, the transportation policy body for TxDOT. The projects funded under these programs will be discussed in detail at the first round of public meetings. Projects for the draft 1996 TIP have been selected by the Commission and the local District offices. These are preliminary project selections and may be modified based on public comments received at these and other public meetings to be held by TxDOT. Of particular concern may be those projects programmed in the 1995 TIP which were not selected for reprogramming in the draft 1996 TIP during the initial development process. The most significant of these projects not proposed for reprogramming in the 1996 TIP are listed below by program:

**Eastern Subregion:**

National Highway System--Mobility

S.H. 289 @ F.M. 544 grade separation

Bridge Replacement/Rehabilitation Program

Loop 12 @ SPRR
S.H. 34 @ Trinity SW Levee

Principal Arterial Street System (PASS)/Metro PASS

Belt Line Road from I.H. 30 to Rock Island Road
Belt Line Road Road @ U.S. 80 interchange
Josey Lane from F.M. 544 to S.H. 121
Luna Road from Belt Line Road to Old Denton Road
Royal Lane from Skillman to Audelia
Spring Valley @ U.S. 75
U.S. 77 from I.H. 35 to U.S. 380
Belt Line Road @ RAILTRAN
Belt Line Road from I.H. 35E to Metrocrest
Luna Road from I.H. 635 to Royal Lane
S.H. 352 from Second to Haskell

**Western Subregion:**

National Highway System--Mobility

I.H. 820 @ S.H. 121 interchange

National Highway System--Texas Trunk System

U.S. 67 from Spur 102 to I.H. 35W in Johnson County

Commission Strategic Priority

S.H. 360 from Broad Street to U.S. 287

NOTE: All projects on the I.H. 35W/I.H. 30 interchange were delayed almost two years due to litigation with the Fort Worth and Western Railroad.

## D. PROJECT SELECTION PROCESS

With enactment of the Intermodal Surface Transportation Efficiency Act of 1991 came new responsibilities for Metropolitan Planning Organizations. The North Central Texas Council of Governments, as the MPO for the Dallas-Fort Worth Metropolitan Area and the Denton and Lewisville Urbanized Areas, was assigned project-level programming responsibilities for 1) Surface Transportation Program--Metropolitan Mobility (STP-MM) funds in the urbanized area, 2) Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in the Dallas-Fort Worth ozone nonattainment area, and 3) Transit Section 9 Program funds in the urbanized area. NCTCOG selected these projects in consultation with TxDOT and the transportation authorities. In addition, those projects selected by TxDOT as part of the National Highway System (NHS) also required the endorsement of the MPO prior to inclusion in the TIP.

The 1993 TIP, the first metropolitan Transportation Improvement Program in North Central Texas prepared under ISTEA, was developed over a four-month period through the cooperative efforts of NCTCOG, local governments, transit authorities, and TxDOT with additional input by the public. The initial selection process was guided by the Regional Transportation Council's Intermodal Project Programming Policy for 1992 attached as Appendix F. The 1996 TIP represents the culmination of a continuing process to refine and prioritize the projects included in the 1993 and 1994 TIPs in addition to the programming of additional CMAQ projects received in response to a call for projects for the 1996 TIP.

Project selection for STP-MM, CMAQ, and Transit Section 9 was based on a fully competitive process, with emphasis on public and local elected officials' involvement. Further, the selection of projects for funding centered on the development of a technically based project selection and evaluation process which ensured that the most cost-effective projects were selected when balanced against additional criteria deemed important to the region including air quality, financial commitment, and intermodalism. A detailed summary of the criteria used for project selection and project evaluation methodology is provided below. Finally, the TIP was set forward with the requirement that projects included in the TIP could be funded based on current available sources of revenue from the various program funding sources.

### COMMITTEE AND ELECTED OFFICIALS' INVOLVEMENT

The 1996 TIP was developed and reviewed by technical and policy committees. Technical advice was provided by two committees: the Surface Transportation Technical Committee (STTC) and the Travel Demand Management Committee (TDMC). Members of these Committees are lead technical personnel from local governments, TxDOT, and transit providers in the North Central Texas region. These Committees played a key role in the development of the criteria used to evaluate and select projects included in the 1996 TIP and the project evaluation process. They also guided the refinement of programmed projects which, in turn, provided the input for the 1996 TIP. The current Committee members are listed in Appendix G.

The 1993 TIP was initially developed in conjunction with three subcommittees of the Regional Transportation Council, consisting of 68 elected officials and representatives from TxDOT, DART, and FWTA. Subcommittee members were appointed by local governments

representing three subregions: eastern, northern, and western. The RTC Program Subcommittees provided policy-level direction for the evaluation and selection of projects and for forwarding recommendations regarding projects to be included in the 1993 TIP to the Regional Transportation Council for consideration. A listing of local elected officials who served on the Subcommittees at that time is provided in Appendix H. The Subcommittee structure has been formalized in a recent update of the RTC Bylaws and will maintain a permanent role in the continuing TIP process.

## TIP APPROVAL

The 1996 Transportation Improvement Program was approved by the Regional Transportation Council, the transportation policy body for this Metropolitan Planning Organization, on October 20, 1994. The RTC provides guidance to assure that multimodal regional transportation planning is accomplished according to federal, State, and local requirements. Members of the RTC include elected officials of local governments, TxDOT District Engineers, and transportation authority Board members.

Please note that the Regional Transportation Council was requested to approve the TxDOT Design and Construction Information System (DCIS) listings provided under Federally Funded Highway Projects as the 1996 TIP for TxDOT-selected programs only and NCTCOG's project listings for STP-MM and CMAQ projects. These listings are provided as Appendix I. In the case of any discrepancies between the two listings, the NCTCOG STP--MM and CMAQ listings will reflect the project as approved.

The TIP has also been reviewed by the Government Applications Review Committee (GARC) as part of the Texas Review and Comment System (TRACS) process. Additional information on the TRACS process is shown below. This review constitutes additional coordination to assure that all projects in the TIP are consistent with the desires and plans of local governments. GARC recommends action to the NCTCOG Executive Board. GARC members are senior city management personnel, adding a broad administrative perspective to the review.

The final step in the TIP development process was approval by the NCTCOG Executive Board. This was the last phase of TRACS review. Executive Board action is the actual endorsement that projects in the TIP are consistent with local plans and local governments have been satisfactorily involved in development of those projects. In addition to approving the TIP, the Executive Board also approved the air quality conformity analysis, determining that the 1996 TIP is in conformity under the Clean Air Act Amendments of 1990 (CAAA). NCTCOG Executive Board members include local elected officials and other citizen representatives.

Following completion of the TIP for the Dallas-Fort Worth area, the document was transmitted to the Texas Department of Transportation in Austin. Federally funded projects contained in the first three years of the document were merged by TxDOT with TIPs from remaining regions across the State to form a Statewide TIP. The Statewide TIP was adopted by the TxDOT Commission on September 29, 1994, with revisions for the nonattainment areas of the State adopted on November 30, 1994.

## TEXAS REVIEW AND COMMENT SYSTEM (TRACS) REQUIREMENTS

Effective May 1, 1984, TRACS replaced the procedures formerly required by OMB Circular A-95. These guidelines mandate cooperation among federal, State, and local governments in evaluating, reviewing, and coordinating federally assisted projects. NCTCOG has been designated by the Governor's Office as the "Regional Review Agency" (RRA) responsible for conducting the new TRACS process. The new review and comment system was developed pursuant to Executive Order 12372 (as amended by Executive Order 12416), issued in July 1982, and the following public laws: Section 204 of Demonstration Cities and Metropolitan Development Act of 1966, Intergovernmental Cooperation Act of 1968, and National Environmental Policy Act of 1969.

The TRACS process decreases the federal grant applicant's burden and increases review effectiveness through uniform criteria and improved funding agency accountability. The multilevel review system that was part of the OMB A-95 procedures still exists in the TRACS process, as described previously.

### TRACS Project Review Criteria

- Compliance with federal, State, and local laws, regulations, and ordinances
- Consistency with State, areawide, and/or local planning goals and objectives
- Addressing of a clearly defined need
- Study of effects on the environment
- Identification of goals that are specific, measurable, and achievable
- Demonstration of a feasible delivery strategy
- Contribution to a balanced delivery of services among political subdivisions covered by the application
- Analysis of costs and benefits
- Documentation of record of the applicant

In order to comply with TRACS, NCTCOG solicits comments from local governments in the Metropolitan Area on the projects included in the TIP. This eliminates the need for project-by-project consideration. For the 1996 TIP, all federally funded projects were reviewed through this process.

## DESCRIPTION OF TRANSPORTATION FUNDING PROGRAMS

The Intermodal Surface Transportation Efficiency Act of 1991 allows for greater flexibility in program funding, provides for funding in several new areas, and continues funding support for several existing federal transportation programs. The following summary provides a brief description of transportation funding programs included in the 1996 TIP and specific types of projects funded in the various program areas.

## National Highway System

The Federal-Aid Highway Program for the past 20 years had been focused on the construction and improvement of four federal-aid systems: Interstate, Primary, Secondary, and Urban. With the passage of ISTEA, there are now two systems (the National Highway System and the Interstate System) plus a block grant type program labeled the Surface Transportation Program.

The National Highway System will consist of 155,000 miles (plus or minus 15 percent) of major roads in the United States. Included will be all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. The System will be proposed by the Secretary of Transportation, after consultation with the States, and must be designated by law by September 30, 1995. In the interim, the NHS consists of roadways classified as principal arterials. An evaluation of the current functional classification system in the Dallas-Fort Worth Metropolitan Area has been conducted by NCTCOG in cooperation with TxDOT during Fiscal Year 1993. A revised functional classification system for the Dallas-Fort Worth area has been provided to FHWA for interim use until 1995 when the NHS system is designated. Funding for NHS is $21 billion nationally for the six-year program. The formula for distribution of funds is based on each State's FY 1987-1991 share of total national funding. Within the Dallas-Fort Worth Metropolitan Area, NHS funds are allocated through the State to the Dallas and Fort Worth District Offices based on TxDOT allocation procedures. NHS funding for Dallas-Fort Worth is estimated at $250 to $300 million per year.

Within the TxDOT district offices, NHS funds are allocated across an entire range of State project funding program areas including Mobility, Texas Trunk System, Rehabilitation, and Traffic Management. Descriptions of each of these program areas are shown in Table 4.

## Interstate System

Although considered part of NHS, the Interstate system will retain its separate identity and funding providing for completion of the remaining system at $7.2 billion nationally over a six-year period, Interstate substitution projects are funded at $960 million, and Interstate Maintenance at $17 billion. Similar to NHS funds, Interstate funds are provided to the Dallas-Fort Worth area through TxDOT district offices for construction and maintenance.

## Surface Transportation Program

The Surface Transportation Program is a new block grant type program that may be used by the State and localities for any roads that are not functionally classified as local or rural minor collectors. Total funding for the Surface Transportation Program nationally over the full six-year period is $23.9 billion. Once funds are allocated to the states, the states must set aside 10 percent for safety construction activities (i.e., hazard elimination and rail-highway crossings) and 10 percent for transportation enhancements, which encompass a broad range of environmental-related activities. Each state must evenly divide 50 percent (62.5 percent of the remaining 80 percent) of the funds by population between each of its areas over 200,000

# TABLE 4

## 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## STATE AND FEDERAL FUNDING CATEGORIES

| | | CATEGORY | DESCRIPTION |
|---|---|---|---|
| 1 | INT-C | Interstate Construction | This category provides for the completion of the Interstate Highway System to a design described in the Interstate Needs Estimate. |
| 2 | INT-M | Interstate Maintenance | This category is intended for use in maintaining the Interstate Highway System which is nearing the end of its 20-year design life. |
| 3A | NHS-M | National Highway System--Mobility | This category is intended to address the mobility needs on the National Highway System (NHS) throughout the State. |
| 3B | NHS-TTS | National Highway System--Texas Trunk System | This category is intended to address construction on the Texas Trunk System. The funding is from the NHS funds of ISTEA. |
| 3C | NHS-R | National Highway System--Rehabilitation | This category is to address the rehabilitation needs of the NHS in the State. |
| 3D | NHS-TM | National Highway System--Traffic Management | This category is to address the traffic management needs on the NHS. |
| 3E | NHS-MIS | National Highway System--Miscellaneous | This category is to address relatively small miscellaneous projects associated with the NHS. Generally, these projects are a necessarily delayed part of a larger project that has already been constructed. |
| 4A | STP-HE | Surface Transportation Program--Safety | This category was created by the ISTEA, which provided that 10 percent of all the STP funds apportioned to the State be dedicated to safety projects. |
| 4B | STP-TE | Surface Transportation Program--Transportation Enhancements | This category is to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system. |
| 4C | STP-MM | Surface Transportation Program--Metropolitan Mobility | This category is to address transportation needs within the urbanized areas with populations of 200,000 or greater. |
| 4D | STP-UM | Surface Transportation Program--Urban Mobility | This category is intended to address the mobility or rehabilitation needs in those urbanized areas which between 5,000 and 200,000 population. |
| 4E | STP-RM | Surface Transportation Program--Rural Mobility | This category is to address mobility or rehabilitation needs in the rural areas of the State. |
| 4F | STP-R | Surface Transportation Program--Rehabilitation | This category is intended to address the rehabilitation needs of the non-NHS roadways as well as the NHS or Interstate roadways. |
| 4G | STP-RX | Surface Transportation Program--Rural Road Grade Separations | This category is to address needed railroad grade separations. |
| 5 | CMAQ | Congestion Mitigation and Air Quality Improvement Program | This category is to address congestion mitigation and air quality improvement in the nonattainment areas in the State. |
| 6A & 6B | BRIDGE | Bridge Replacement/Rehabilitation Program | These two categories are to address the bridge needs in the State. Category 6A is to address those bridges on the State system, while Category 6B addresses those off the State system. |
| 7 | PM | State Preventive Maintenance | This category is to allow preventive maintenance work on the highway system. This includes bridges on the TxDOT system also. |
| 8 | FM | State Farm-to-Market Roads | This category is to provide new farm to market roads. The construction of the roads to prison locations is also included in this category. |
| 9 | PARK | State Park Roads | This category is to address the need for constructing and rehabilitating roadways within the Texas State Parks. |

## TABLE 4 (Cont'd)

| | | CATEGORY | DESCRIPTION |
|---|---|---|---|
| 10 | SIGN | State Rehabilitation of Signs, Signals, and Pavement Markings | This category is intended to address the need for rehabilitating signs, signals, and pavement markings. |
| 11 | DISCR | State District Discretionary | This category is to address miscellaneous work in the Districts at the discretion of the District Engineer. |
| 12 | COMM | Commission Strategic Priority | This category is intended to give the Transportation Commission some flexibility in selecting projects throughout the State which do not meet other program criteria, but promote economic development, provide system continuity with adjoining states and Mexico, or address other strategic needs of the State as determined by the Transportation Commission. |
| 13 | MOBL | State-Funded Mobility | This category is to address the previously approved State funded projects throughout the State. |
| 14 | REHAB | State Rehabilitation | This category is to address rehabilitation needs on the TxDOT system that might not qualify for federal funding. |
| 15 | DP | Federal Demonstration Projects | This category is to address the development of projects across the State that have been designated as ISTEA demonstration projects. |
| 16 | MISC | State Miscellaneous | This category is to address projects that will not fit into any other category. |
| 17 | METRO | State PASS Metro Match | This category is to address only these projects that have been approved in previous programs. |
| 18 | PASS | State Principal Arterial Street System (PASS) | This category is to address the projects in the existing PASS-Urban Program. In the past, the PASS program was coupled with the former Urban system program. The PASS program was a State funded program supplemented by local funding. The Urban program was a federally funded program supplemented by State and/or local funding.<br><br>In the cities which are involved in the PASS program, the attributable Urban federal funding allocated to a city was required to be spent in that city. |
| 19 | FED | Other Federal Funds (Non-State) | Projects constructed with these funds would include roads constructed by federal agencies on federal land such as parkways, scenic roadways, and access facilities. |
| 20 | LOCAL | Local Funds (Non-State, Nonfederal) | Projects built entirely with local funds such as bond program projects constructed by counties and cities. |
| 21 | TOLL | Toll Road Funding | Projects constructed by the Texas Turnpike Authority or other entities with funds collected through tolls. |
| 22 | FEAS | Feasibility Projects | Projects authorized for feasibility studies by TxDOT including environmental assessments, public meetings, identification of project need, design parameters, and project cost. |

and the remaining areas of the state. The remaining 30 percent can be used in any area of a state, with a portion of this amount guaranteed to areas of less than 5,000.

Within the Dallas-Fort Worth Metropolitan Area, STP funding is provided in three principal categories: Surface Transportation Program--Metropolitan Mobility (STP-MM) in which funding is allocated to the U.S. Census urbanized area, Surface Transportation Program--Urban Mobility (STP-UM) provided to those areas outside the urbanized area but greater than 5,000 in population, and the areas less than 5,000 in population receive Surface Transportation Program--Rural Mobility (STP-RM) funds. Funding eligibility by geographic area for these funding programs is illustrated in Figure 3.

Projects to be funded by STP-MM are the programming responsibility of the MPO in consultation with TxDOT, DART, and FWTA. Projects within the Metropolitan Area to be funded with STP-UM or STP-RM funding are selected by TxDOT in consultation with the MPO. Funds which are allocated by the State to the TxDOT District offices are suballocated to the eastern and western subregions based upon estimates of vehicle miles of travel within each area.

The majority of transportation improvements funded in the 1996 TIP with STP-MM funds include roadway widenings on various Farm-to-Market roads and major arterials as well as construction of new arterials.

## Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement Program directs funds towards transportation projects in nonattainment areas for ozone and carbon monoxide as designated by the Clean Air Act. These projects will contribute to the attainment of National Ambient Air Quality Standards. Total funding for the Program nationally for the six-year period is $6 billion. The funds are distributed based on each State's share of the population of air quality nonattainment areas weighted by the degree of air pollution.

The Dallas-Fort Worth area annually receives Congestion Mitigation and Air Quality Improvement Program funding to be spent in the four-county nonattainment area of Collin, Denton, Dallas, and Tarrant Counties as shown in Figure 4. These funds are allocated to the eastern and western subregions based on estimates of the amount of mobile source emissions in each subregion.

Examples of projects funded in the 1996 TIP with CMAQ funds aimed at reducing mobile source emissions include conversion of transit buses to alternate fuels, intersection improvements, signal system improvements, park-and-ride lots, high occupancy vehicle lanes, vanpool and rideshare programs, incident detection and response programs, bicycle and pedestrian facilities, and transit system improvements. Many of these projects are included in the air quality State Implementation Plan and must be implemented by the end of 1996 to meet air quality goals. These transportation control measures in the State Implementation Plan are discussed in Chapter F.

FIGURE 3

# SURFACE TRANSPORTATION FUNDING PROGRAMS

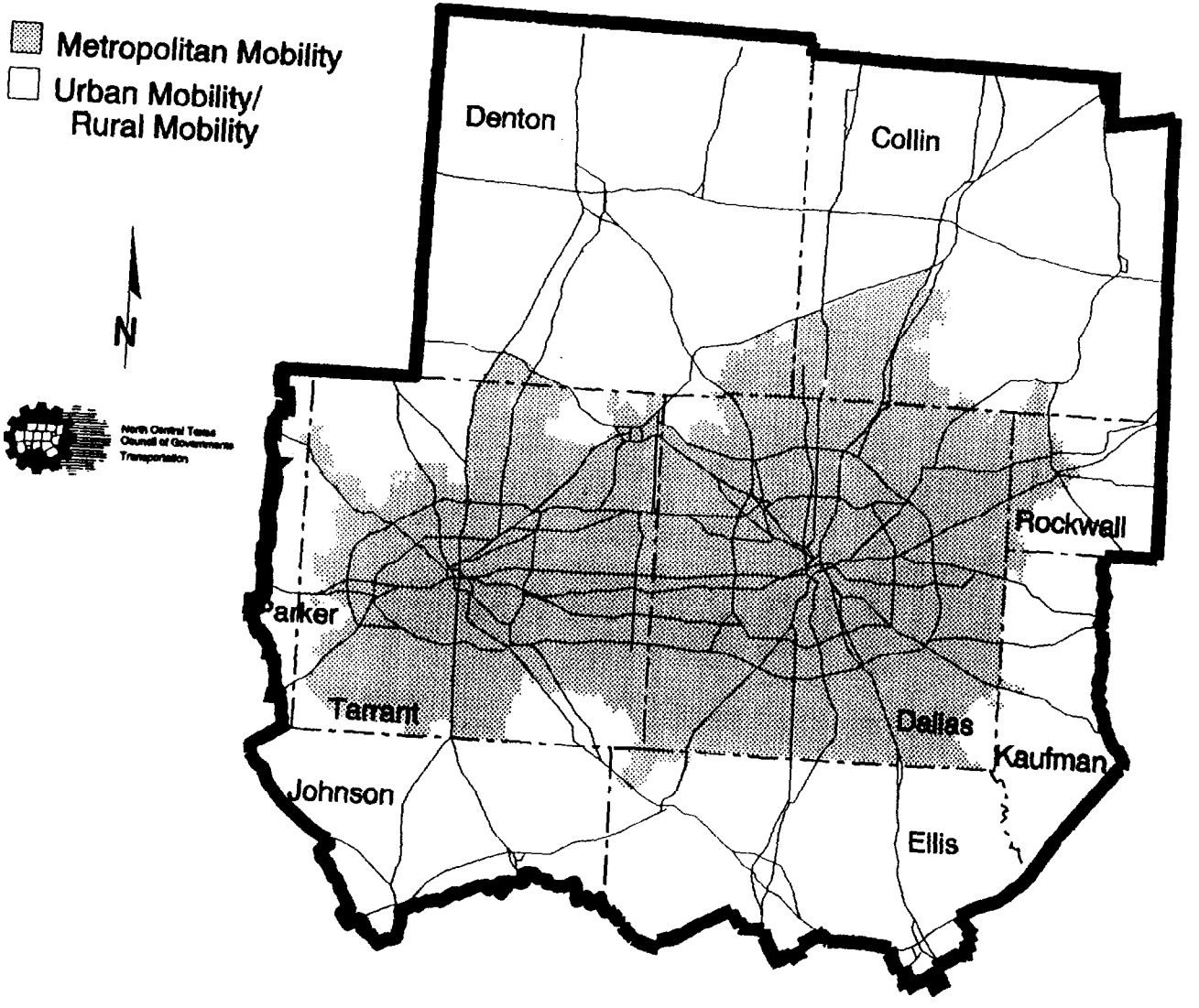
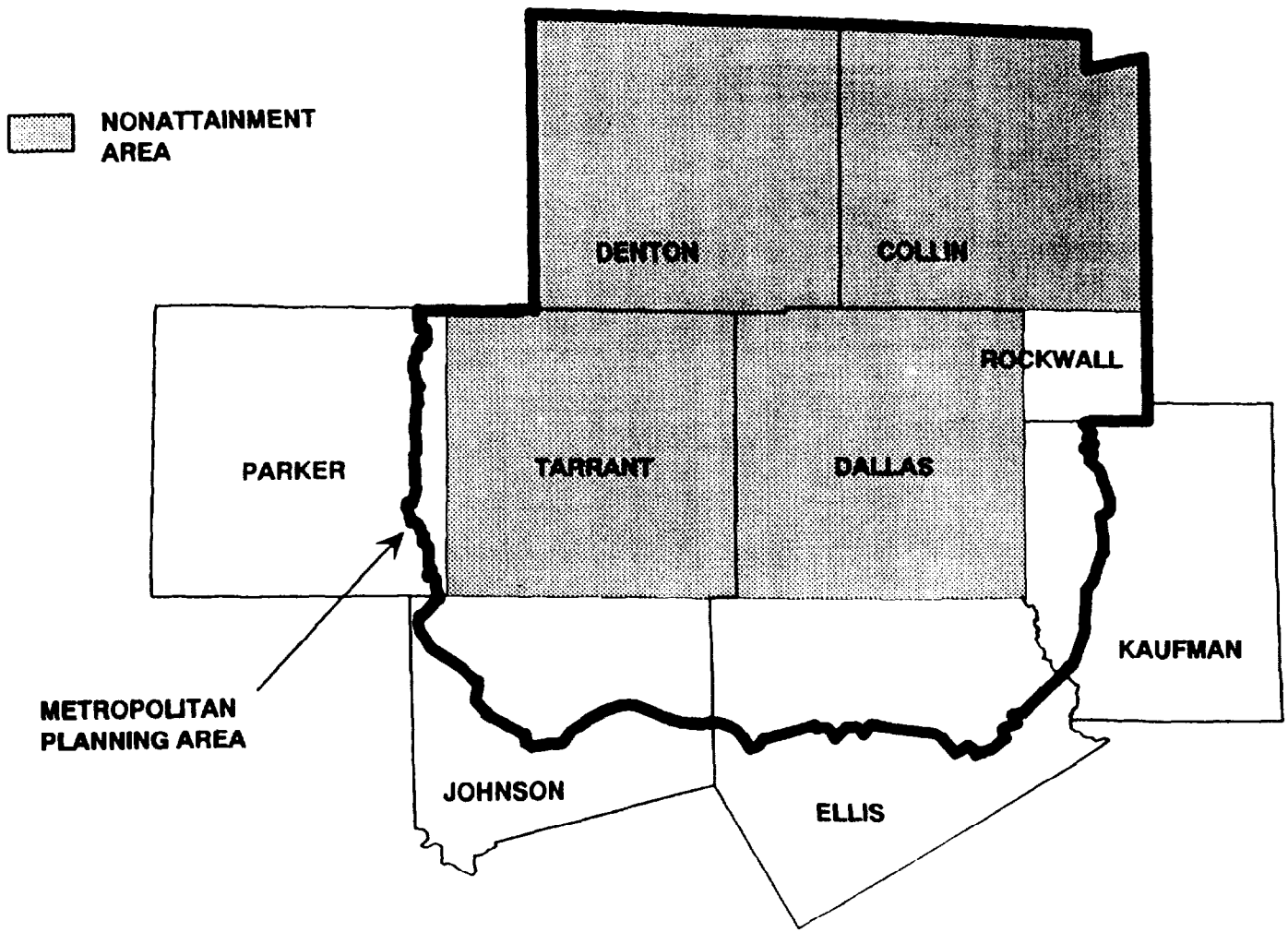


FIGURE 4

# TRANSPORTATION AND AIR QUALITY PLANNING AREAS



## Urbanized Area Formula Program (formerly Transit Section 9)

Consistent with previous legislation, the Dallas-Fort Worth area will continue to receive Urbanized Area Formula Program funding. ISTEA, however, did increase the role of the MPO in the selection of these transit projects in consultation with the transit operators. As outlined in this section, transit projects were evaluated on a fully competitive basis with projects submitted for CMAQ and STP-MM funding.

Since 1982, FTA has considered the Dallas-Fort Worth area as a single urban area for formula grant purposes. The geographic area eligible for these funds is shown in Figure 5. A subarea allocation process authorized by the Regional Transportation Council provides for the distribution of operating and capital assistance to all transit operators. The process allocates funds within the region in the same manner FTA allocates funds nationally.

In addition to Urbanized Area Formula Program funding for the Dallas-Fort Worth urban area, the TIP also includes specific funds for both the Denton and Lewisville Urbanized Areas. These areas are designated as small urban areas of greater than 50,000 people and hence are eligible for Urbanized Area Formula Program transit funds from a program designated for small urban area funding also shown in Figure 5.

Total Urbanized Area Formula Program transit funding for the Dallas-Fort Worth, Denton, and Lewisville urban areas is estimated to be $30 million annually. Examples of transit projects funded in the 1996 TIP include: bus replacement, vehicle acquisition, park & ride facilities, and transit stations. A complete listing of all Section 9 transit projects funded in the TIP is included in Sections IV and VIII of this document.

## Capital Program (formerly Transit Section 3)

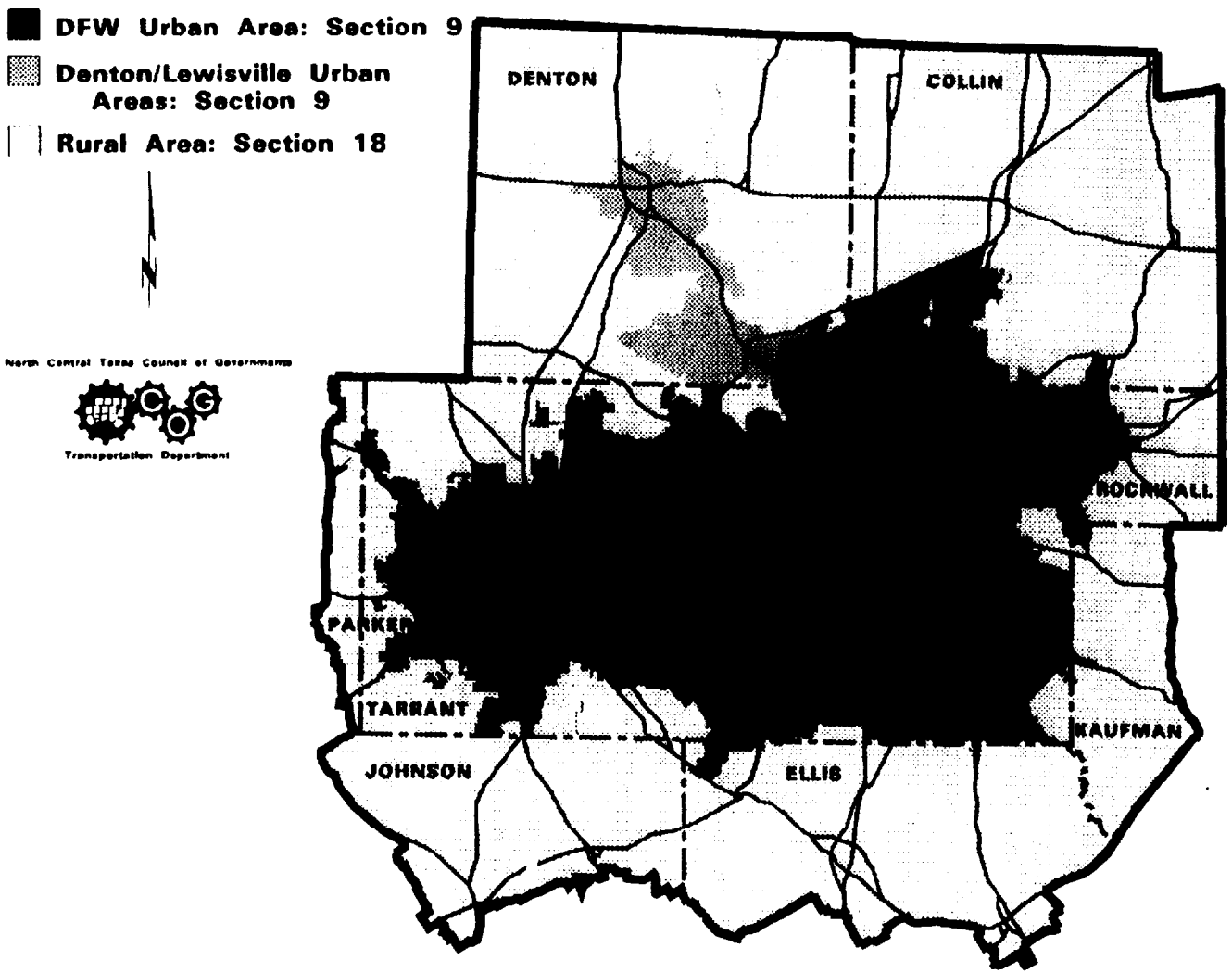
Funds from the Capital Program come to transit operators directly from the Federal Transit Administration. New Starter Rail and Bus funds are allocated by Congress on a discretionary basis; Rail Modernization funds are allocated by formula. Funding for transit projects listed in the TIP as being funded with Capital Program funds should not be considered committed or approved, but rather an indication of intent on behalf of transit operators to pursue Capital Program funds for those projects over the course of the fiscal year through the FTA grant application process.

## Elderly and Persons with Disabilities Program (formerly Transit Section 16)

The Elderly and Persons with Disabilities Program is a capital assistance program for private, nonprofit organizations. Funds in this Program are directed toward assisting the elderly and disabled when other public transit services are unavailable, insufficient, or inappropriate. Funds are allocated to each state through an administrative formula based on the percentage of elderly and disabled persons by state. This FTA program is administered through TxDOT. Applications for Elderly and Persons with Disabilities Program funds are reviewed and approved through a newly competitive Statewide process which now includes the MPO in urban areas over 200,000 in population. Those applications selected for funding will then be

FIGURE 5

# TRANSIT FUNDING PROGRAMS



processed through the Texas Review and Comment System. Following TRACS review, projects will then be incorporated into the regional and State TIPs.

### Nonurbanized Area Formula Program (formerly Transit Section 18)

Federal Transit Administration Nonurbanized Area Formula Program funds are apportioned to each state for public transportation projects in nonurbanized areas (under 50,000 population). The Texas Department of Transportation administers these funds. Nonurbanized Area Formula Program funds are apportioned to states based on population and may be used for planning, capital, operating, and administrative assistance to state agencies, local public bodies, nonprofit organizations, and operators of public transportation services. The goals of this program are to enhance the access of individuals in nonurbanized areas to health care, employment, shopping, education, public services, and recreation; and to assist in maintenance, development, improvement, and use of public transportation systems in rural and small urban areas.

## PROJECT EVALUATION AND SELECTION

Development of the 1996 TIP was based on a reprioritization of projects included in the 1993 and 1994 TIPs and the programming of available CMAQ funds. Projects were selected for the 1993 TIP through a new process. Traditionally, federal funds were allocated separately for roadway and transit projects. Roadway projects were selected by TxDOT based on a cost-effectiveness index (CEI) as reported in the State Project Development Plan. Transit projects were selected by transit operators and funded based on the federal allocation formula which was a function of demographic and service criteria for each transit service area. For the first time, transportation projects submitted for consideration for the 1993 TIP had to compete with each other for limited federal funds in accordance with the new Intermodal Surface Transportation Efficiency Act of 1991. Roadway projects, transit projects, and other transportation-related projects were evaluated with a single set of criteria to determine which would receive federal funding. In addition, project selection had to be in compliance with the Clean Air Act Amendments of 1990 and the American with Disabilities Act of 1991.

The ISTEA legislation authorized Metropolitan Planning Organizations around the country to coordinate the selection and funding of transportation projects in urbanized areas. MPOs, who had traditionally coordinated planning efforts, are now responsible for the programming of transportation projects that would best serve the mobility and air quality needs of their regions. Through the MPO process, local governments and cities now have the opportunity to participate in identifying and solving transportation-related problems in their respective areas. Projects submitted for evaluation do not have to be limited to new roadways, roadway widenings, or transit services. Projects can now include intersection and signal improvements, grade crossings, incident management systems, and other types of transportation improvements or enhancements.

The evaluation of projects for inclusion in the 1993 TIP was conducted using a five-criteria/ 100-point rating system. The selection of these criteria was based on a series of surveys that were conducted among transportation professionals and local elected officials in the Dallas-Fort Worth area. The surveys were used as a screening process to determine a set of

TABLE 5

**TRANSPORTATION CRITERIA RATING FORM**
(Please score criteria and sum to 100)

| CRITERIA | EXPLANATION | POINTS |
|---|---|---|
| Safety | | |
| 1992 Cost Effectiveness | Travel Time Savings ÷ Total Project Cost | |
| 2010 Cost Effectiveness | Future Travel Time Savings ÷ Total Project Cost | |
| Air Quality | | |
| Rehabilitation/ Maintenance | | |
| Corridor Preservation | Project includes actions which result in the preservation of rights-of-way for future transportation use | |
| Economic Development | | |
| Project Commitment | Project is contained in an adopted local, regional, or State plan | |
| Continuity/Gap | | |
| Intermodal Project | A project or facility which provides for the interaction of two or more transportation modes in a given area and which promotes the efficient movement and transfer of people or goods | |
| Multimodal Project | A project or facility in a corridor other than one supporting singe-occupant autos | |
| Energy Conservation | | |
| Local Cost Participation | The percentage of the total project costs to be funded by local funds | |
| Social Mobility | A project which provides transportation services to individuals or groups who need some form of transportation due to an inability to utilize other forms of transportation; this can include services to the Elderly & Disabled or economically disadvantaged individuals | |
| Aesthetics | A transportation-related project which enhances the community appearance or urban design; the project does not necessarily have to be one which has specific mobility value | |
| Congestion Prevention | | |
| Security | | |
| Multijurisdictional/ Regional Significance | | |
| Infrastructure Investment | A capital project with a likelihood of producing long-term economic benefits as opposed to an operational project which only provides direct benefits for a given short time period | |
| Future Project Flexibility | A project which permits future capacity expansion or conversion to a higher carrying capacity mode | |
| Implementation Schedule | A project ready for construction within 12 to 24 months | |
| TOTAL | | 100 |

COMMITTEE_____ COUNTY_____

SOURCE: Transportation Department, North Central Texas Council of Governments

criteria that would positively impact regional mobility in the area. A preliminary list of 21 criteria (Table 5) was selected based on the guidelines set by ISTEA, CAAA, and ADA. These focused on multimodalism, mobility enhancements, and air quality considerations. These criteria were listed in a survey form and given to various elected officials and transportation professionals who were requested to score each criteria so that the total points would not exceed 100. The results of the survey reduced the initial set of criteria to 13. Further screening through the surveying process produced a final selection of five criteria. They were cost-effectiveness (current and future), air quality/energy conservation benefits, project commitment/local cost participation, intermodal/multimodal projects/social mobility (Table 6). Each criteria was given points based on its importance in the project evaluation process with the total not exceeding 100. This final set of criteria and the associated weights were approved for use in the 1993 TIP process by the local Public Transportation Technical Committee/Highway Technical Committee (now the Surface Transportation Technical Committee) and the Regional Transportation Council. All candidate transportation projects were evaluated and selected using these criteria. The RTC later adopted an update of the project selection criteria for the 1996 TIP. Table 7 shows the revised selection criteria and possible scores for the CMAQ Program. These criteria were used to select new CMAQ projects for the 1996 TIP. The revised criteria for the STP-MM and Transit Section 9 Programs are shown in Table 8.

Once the criteria had been established for project selection, a series of evaluation methodologies was developed for each project type submitted based on the five criteria. The following information provides a summary of the project evaluation procedures used to develop the 1993 TIP. Similar assumptions were utilized for CMAQ project selection for the 1996 TIP.

## Evaluation of Roadway Projects

Roadway projects were evaluated and scored using the five criteria approved by the Regional Transportation Council. This process is briefly outlined below:

### Cost-Effectiveness

Current cost-effectiveness of roadway projects was calculated by estimating the travel time savings of motorists using the proposed facility if it were built today. Travel time savings of new facilities was estimated from the average travel time saved by motorists traveling similar facilities in areas where the new facilities would be built. Future cost-effectiveness was calculated by estimating the travel time savings of motorists using the proposed facility if it were built in the future (year 2010). Cost-effectiveness is a function of annual travel time benefits (hours of travel saved * value of time) and the total annualized dollar cost of making the proposed roadway improvements. A maximum 25- and 20-point rating scale was used to determine the scores for projects, for the 1993 TIP under the current and future cost-effectiveness criteria, respectively. As noted previously, these criteria have been refined in the 1996 TIP development process. Tables 7 and 8 contain the new criteria and maximum point ratings. Detailed assumptions are contained in Table 9.

TABLE 6

# PROJECT EVALUATION CRITERIA
# 1993 TIP

| Criteria | Possible Points |
|---|---|
| Current Cost Effectiveness (1992) | 25 |
| Future Cost Effectiveness (2010) | 20 |
| Air Quality/Energy Conservation | 20 |
| Project Commitment/ Local Cost Participation | 20 |
| Intermodal/Multimodal/ Social Mobility | 15 |
| | 100 |

TABLE 7

# PROJECT EVALUATION CRITERIA

## Congestion Mitigation/Air Quality

| Criteria | Points |
|---|---|
| Current Cost Effectiveness (1992) | 20 |
| Air Quality/Energy Conservation | 20 |
| Local Cost Participation | 20 |
| Intermodal/Multimodal/ Social Mobility | 20 |
| Congestion Management Plan/ Transportation Control Measures | 20 |
| | 100 |

TABLE 8

# PROJECT EVALUATION CRITERIA

## Transit Section 9 Program and Surface Transportation Program (MM) Capacity Improvements

| Criteria | Points |
|---|---|
| Current Cost Effectiveness (1992) | 24 |
| Future Cost Effectiveness (2010) | 18 |
| Air Quality/Energy Conservation | 18 |
| Local Cost Participation | 24 |
| Intermodal/Multimodal/ Social Mobility | 16 |
| | 100 |

## TABLE 9

## CALCULATION OF BENEFIT/COST RATIO FOR ARTERIAL WIDENINGS

**ASSUMPTIONS:**

| | | |
|---|---|---|
| Cost of Congestion/Person Hour | = | $8.92 |
| Average Auto Occupancy | = | 1.20 |
| Number of Days/Year | = | 260 |
| Capital Recovery Factor for 40 Years @ 6 Percent | = | 0.06646 |
| Truck Factor | = | 1.0 |
| Peak-Hour Directional Split | = | 60 Percent |
| Equivalent Peak-Hour Volume Factor | = | 10 Percent (DDHV Factor = .06) |
| Free Speeds | = | 90 Percent of Speed Limits |
| Delay/Mile (in minutes) | = | 0.015 * Exp. (4.0 * V/C) |
| Hours of Congestion/Day | = | 8.33 |

**EQUATIONS:**

Benefit/Cost Ratio = $\frac{\text{Annualized Travel Time Savings (\$)}}{\text{Annualized Total Project Costs}}$

Annualized Total Project Costs = Total Project Costs * Capital Recovery Factor @ 6 Percent for 40 Years

Annualized Travel Time Savings = Daily Travel Time Savings (Personal Hours) * Value of Time * Number of Days/Year

Daily Travel Time Savings = Directional Design Hourly Volume (DDHV) * Auto Occupancy * Reduction in Delay Due to Road Widening * Hours of Congestion/Day

DDHV = Equivalent Peak-Hour Volume Factor * Peak-Hour Directional Split * Truck Factor * 24-Hour Traffic Volumes

## Air Quality/Energy Conservation

Air quality benefits were calculated from the difference in vehicle emissions caused by an improvement in vehicle speeds due to the construction of the proposed roadway facility in 1990. Reduced network circuity with the implementation of new roadway facilities also decreases vehicle miles of travel and mobile source emissions. Vehicle emissions are a function of vehicle miles of travel (VMT) and volatile organic compounds (VOC) emissions per VMT at different vehicle speeds.

## Project Commitment/Local Cost Participation

Local cost participation was calculated as a ratio of local funds available and total project cost. Project submittal forms were consulted for comments to determine Principal Arterial Street System/Federal Aid Urban System (PASS/FAUS), thoroughfare plan, and Minute Order projects. Projects were scored using the appropriate rating scales and given the higher score of either local cost participation or project commitment. When this criteria was revised for the 1996 TIP, the number of points became proportional to local cost as a percent of the total project cost.

## Intermodal/Multimodal Projects/Social Mobility

Roadway capacity improvement projects were assumed to support mainly single-occupancy vehicle travel and were assigned a score of 0.

## Evaluation Process for Transit, Travel Demand Management, and Miscellaneous

Transit projects were evaluated for cost-effectiveness by determining the vehicle-hours removed from the main traffic stream. This is different than travel time savings methodologies used for roadway projects in that the users of the project or program do not, in most cases, receive any travel time savings. These types of projects could not be evaluated using the traditional travel time savings methodology. However, there are obvious benefits to these types of projects such as reducing vehicle travel and reducing congestion. The procedure used was to determine the number of person-hours of travel removed from the main traffic stream for each project. This value was multiplied by the value of time and annualized. The total cost of the project was then annualized using the capital recovery factor for an appropriate number of years. The annual benefits were divided by the annual cost to arrive at the benefit/cost (B/C) ratio for that project. For these projects, the current and future B/C ratios were equal to the calculated ratio.

The air quality benefits were similarly evaluated using the VOC reduction of the vehicle-miles removed from the main traffic stream. The annual cost was divided by the annual VOC reduction to determine the cost-effectiveness of the emission reduction. For detailed assumptions, see Table 10.

## TABLE 10

## DETAILED ASSUMPTIONS FOR EVALUATION OF TRANSIT, TRAVEL DEMAND MANAGEMENT, AND MISCELLANEOUS PROJECTS

COST-EFFECTIVENESS FOR TRANSIT, TRAVEL DEMAND MANAGEMENT, MISCELLANEOUS

- Person hours removed from roadway

$$\frac{\text{PHRS Saved}}{\text{YR}} = \frac{\text{V x AO x TL x Days}}{\text{SPD}}$$

where: V = volume (vehicles removed daily)
(in some cases, peak-period)
AO = auto occupancy
TL = average trip length (miles)
Days = impacted days per year
SPD = speed of removed vehicles

AIR QUALITY BENEFITS OF TRANSIT, TDM, MISC.

- #HC removed from roadway

# removed = V x TL x [HCB - HCA]

where: HCx = #s HC @ a given speed per vehicle-mile before & after
(after may be 0 in many cases)

ASSUMPTIONS:

Auto Occupancy = 1.0-1.3
Trip Length = 7-15 miles
Days/Yr = 260-300
Speed = 15-50 mph
HCx = 1.3-3 g/mi
Cost Recovery Factor = 0.2374-.06646 (5-40 yrs)

NOTE: Values for each project are used as appropriate for the type of project.

## Evaluation Process for HOV Lanes

High occupancy vehicle (HOV) lanes were evaluated using a traditional travel time savings method. Using data obtained from the existing R.L. Thornton HOV lane and each corridor's projected HOV volume, the travel time savings for HOV users (auto and bus) was calculated in terms of person-hours saved. The travel time savings was multiplied by the value of time and annualized. The total cost of the project was then annualized using the capital recovery factor for an appropriate number of years. The annual benefits were divided by the annual cost to arrive at the benefit/cost ratio for that project. For these projects, the current and future B/C ratios were equal to the calculated ratio.

The air quality benefits were similarly evaluated using the VOC reduction of the vehicles on the HOV lanes due to the increased speed and auto occupancy. The annual cost was divided by the annual VOC reduction to determine the cost-effectiveness of the emission reduction.

## Evaluation Process for Intersection Improvements

Intersections were evaluated using a traditional travel time savings method. Using the total traffic volume passing through the intersection, assuming a 0.1 mile intersection approach and an average travel speed through the intersection before the improvement was made, the average person-hours of travel before the improvement was determined. Next, depending on the type of intersection improvement, a new speed was used to determine the average person-hours of travel after the improvement was made. For new grade separations, the same methodology was used with a longer approach length and a higher final speed. The person-hours reduced was then multiplied by the value of time and annualized. The total cost of the project was then annualized using the capital recovery factor for an appropriate number of years. The annual benefits were divided by the annual cost to arrive at the benefit/cost ratio for that project. For these projects, the current and future B/C ratios were calculated individually using current and future traffic volumes.

The air quality benefits were similarly evaluated using the VOC reduction of the vehicles passing through the intersection due to the increased speed. The annual cost was divided by the annual VOC reduction to determine the cost-effectiveness of VOC reduction.

## Evaluation Process for Bicycle Mobility Projects and Other Miscellaneous Enhancements

### Cost-Effectiveness

Bicycle transportation projects were evaluated for cost-effectiveness by estimating the vehicle hours of travel that would be removed from congested vehicular traffic flow. The projects were located by area type and congestion level. If a project was not in a relatively congested part of the four-county area, it was not scored for present or future year cost benefit because of the lack of mobility benefits. For bicycle projects in congested areas, the number of persons exposed to the bicycle facility was calculated for each project by using the average population density for each area type and the length of the proposed project. To then convert the

exposed population to bicycle vehicle hours of travel, an average round trip length of twice the project length or seven miles, whichever was less, was assumed, along with a bicycle mode share of 1 percent. This estimate of bicycle travel was then multiplied by the value of time and annualized and compared with an annualized estimate of the total project cost. A project life of 20 years was assumed for all proposed bicycle projects. The benefit/cost ratio for the present and future years was determined and varied by the change in population density and area type that is anticipated between now and the year 2010. Miscellaneous enhancement projects that provided no mobility benefits to the congested vehicular traffic areas of the region received no points under the cost-effectiveness criteria. Detailed assumptions are provided as Table 11.

### Air Quality/Energy Conservation

The estimates of bicycle vehicle miles developed for the cost-effectiveness calculations were used to calculate the air quality benefits for each congested area project. It was assumed that the bicycle trips were replacing a roadway trip that would travel an average of 30 miles per hour, resulting in a certain level of VOC emissions reduced. The annual project cost was then divided by the pounds of VOC reduced to obtain the air quality score for the project. Again, miscellaneous enhancement projects that provided no mobility benefits to congested areas of the region received no points under the air quality criteria.

### Local Cost Participation/Project Commitment

Irregardless of the location of a project, if the submittal included any indication that the project was contained in an approved bicycle or city park plan or that any local funds were committed to the project, the appropriate score was given for the level of commitment indicated. Bicycle plans or city park plans were assumed to be equivalent to council-approved transportation plans and given ten points.

### Intermodal/Multimodal Projects/Social Mobility

Projects including bicycle or pedestrian improvements, irregardless of their location in the four-county area, or those facilitating intermodal connections were scored accordingly.

## COST OVERRUNS AND PROGRAM AMENDMENTS

The 1996 Transportation Improvement Program list of projects is constrained against available resources. In addition, all projects in Year 1 are of equal high priority. Since the Program is balanced to available resources, cost overruns would result in the potential of high priority projects being delayed into Year 2. Several other types of actions result in the need to have a dynamic TIP monitoring program. Such items as cost underruns, local governments unable to meet local match requirements, lawsuits, delays in right-of-way or utility clearances, and local governments not endorsing either federal environmental or State design requirements and wishing to pursue the project with local funds are additional examples of potential changes that could occur during the TIP implementation process.

## TABLE 11

## DETAILED ASSUMPTIONS FOR EVALUATION OF BICYCLE MOBILITY PROJECTS

| |
|---|
| Calculation of Bicycle Miles of Travel Based On:<br><br>-1986 and 2010 population density by area type<br>-round trip length of seven miles or twice the project length, whichever was less<br>-area exposed to bicycle facility equal to a one-mile radius surrounding the project<br>-bicycle mode share of 1 percent |
| Calculation of Bicycle Vehicle Hours of Travel Based On:<br><br>-average bicycle speed |
| Calculation of Bicycle Benefits Based On:<br><br>-value of time of $8.92 per hour<br>-annualized assuming 260 travel days per year |
| Calculation of Annual Bicycle Project Cost Based On:<br><br>-project life of 20 years<br>-capital recovery factor of 0.08718 |
| Calculation of Air Quality Benefits Based On:<br><br>-average speed of vehicles being removed from roadway traffic assumed at 30 mph<br>-factor of pounds of HC reduced at 30 mph of 0.00402 |

The current policy of the RTC is higher scored projects will be implemented first only if early construction is feasible and funding caps are not violated. Therefore, changes listed above could lead to projects being expedited or delayed. Diligent monitoring with frequent regular briefings to the Regional Transportation Council is essential. The following RTC policy permits administrative amendments to the TIP by the NCTCOG Director of Transportation between regularly scheduled RTC meetings:

> Project included in the first three years of the TIP may be amended by the RTC at any time. Revisions are usually first submitted for review by the Surface Transportation Technical Committee or the Travel Demand Management Committee. The Technical Committees recommend a position on each revision to the RTC. The RTC then acts on the Committees' recommendations.
>
> A revision can be submitted directly to the RTC to preclude the normal review processing sequence if rapid turnaround is important. If the project is approved by the RTC, it is submitted to GARC for TRACS review and then to the Executive Board for final action.
>
> The TIP is intended to be a current and accurate listing of transportation projects proposed for federal funding. This document is using by federal agencies to assure that local governments support projects for which federal funding has been requested. Timely revisions to the TIP are important to avoid funding delays. Therefore, the RTC has endorsed the following administrative amendment policy.
>
> Administrative amendments are permitted:
>
> - For up to 20 percent of any project up to $3,000,000 and
> - For up to 15 percent of any project over $3,000,000.
>
> Administrative amendments would <u>not</u> be permitted in the following situations:
>
> - Adding a previously unprogrammed project
> - Completely eliminating or deleting a project
> - Substantially changing the nature of a project

It may be necessary to change the priority of a project under cost overrun conditions. However, federal law only allows priorities to change during the course of the fiscal year for projects listed in the first three years of the TIP. Furthermore, TxDOT would first permit higher spending for the MPO from TxDOT funding caps. All efforts would be made to fund any cost overruns through existing TIP surplus before delaying other projects. Both STTC and the RTC would be notified of an administrative amendment at their next meeting.

## E. PROGRESS FROM PREVIOUS YEAR

This section reviews progress made in the Transportation Improvement Program over the last year on selected major projects. The purpose of this section is also to identify, list, and explain significant delays in major projects scheduled in the 1995 Transportation Improvement Program. The projects listed below highlight those major projects implemented over the last year, as well as those projects delayed. Most projects were delayed due to funding constraints and requirements related to a specific project (e.g., right-of-way availability). The majority of capital intensive roadway work and transit projects proceeded on schedule as well as implementation of the commuter rail service in the RAILTRAN Corridor and the light rail service on the Dallas Area Rapid Transit Starter System.

Concentration in 1996 is being placed on those projects that are contained in the Transportation Improvement Program (TIP) and the State Implementation Plan. A detailed monitoring system is being put in place to assure that the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Surface Transportation Program--Metropolitan Mobility (STP-MM) projects are implemented in a timely fashion. This emphasis is necessary since some of the CMAQ projects did not proceed due to administrative delays (e.g., contract concurrence between TxDOT and local governments). The region clearly understands that the lack of timely implementation of CMAQ projects is necessary to meet the requirements in the Clean Air Act Amendments of 1990 and assist in meeting all the 1996 target of attaining/achieving all federal air quality emission standards. Appendix I documents the status of all Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects and Surface Transportation Program--Metropolitan Mobility (STP-MM) facilities contained in the 1995 TIP and their contract status or schedule in the 1996 TIP.

The following information summarizes those major projects implemented in the Dallas (Eastern) and Fort Worth (Western) Subregions during the 1995 Transportation Improvement Program duration:

Dallas Subregion:

- Urbanized Area Formula Program Transit funding
- Various Travel Demand Management Programs
- Discount Transit Fare Program/Ozone Alert Program
- Countywide Freeway Incident and Detection Response Program
- Alternative Fuel Vehicle Program for public sector vehicles
- HOVs on I.H. 30, I.H. 635, and I.H. 35E
- Citywide Signal & Computer System Enhancements for the cities of Carrollton, Plano, & Richardson
- Dallas County Mobility Assistance Program
- Reconstruction of I.H. 45 from U.S. 287 Bypass to F.M. 879
- Reconstruction and widening of F.M. 664 from Red Oak Creek to I.H. 35E
- Reconstruction and widening of F.M. 664 from I.H. 35 to S.H. 342 from 2-lane to 4-lane
- Replacement of bridge and approaches on U.S. 175 @ East Fork Trinity River & Reliefs
- Reconstruction and widening of S.H. 205 from north of S.H. 66 to Collin County Line
- Construction of U.S. 75 from Spur 366 to north of Monticello Avenue 8-lane depressed freeway with auxiliary lanes

- Widening of F.M. 2499 from south of F.M. 3040 to F.M. 1171 to 4-lane divided urban
- Construction of I.H. 35 pedestrian bridge @ Bolivar Street in Sanger
- Construction of Loop 12 @ Union Pacific Railroad grade separation
- Intersection improvement for DART on Loop 12 from near Denley Drive to near Dupont Road
- Replacement of existing bridge on S.H. 342 @ Five Mile Creek in Lancaster
- Construction of S.H. 161 6-lane frontage roads from south of Buffalo Blvd. to I.H. 635
- Replacement and widening of existing bridge on Loop 12 @ Shady Grove in Irving
- Construction of U.S. 380 from S.H. 289 to F.M. 1461 4-lane rural section
- Construction of F.M. 2170 from S.H. 5 to Allen Heights Drive 6-lane facility
- Reconstruction of structures and surfaces of I.H. 45 from north of Richland to south of Corsicana
- Construction of grade separation and approaches of Bl 45-F from 5th Ave to 12th Ave
- Reconstruction and widening of I.H. 30 from Bobtown to Chaha as 6-lane freeway

Fort Worth Subregion:

- Urbanized Area Formula Program Transit funding
- Alternative Fuel Vehicle Program for public fleet vehicles
- Various Travel Demand Management Programs
- Discount Transit Fare Program/Ozone Alert Program
- RAILTRAN Commuter Rail planning and development
- Citywide Traffic Signal Upgrades in the cities of Arlington and Fort Worth
- Surveillance on I.H. 20
- Upgrade of F.M. 3391 from end of existing F.M. 3391 to Johnson County Road 529 from existing county road to F.M.
- Replacement of bridge and approaches on S.H. 174 @ AT&SF Railroad
- Resurfacing and replacement of structures on I.H. 30 from Oakland Blvd. to Fielder Rd.
- Reconstruction Beach Street from I.H. 820 to Long Ave. from 2 lanes to 6-lane divided facility in sections
- Reconstruction I.H. 30 @ Summit Ave./8th Ave. connection
- Reconstruction of F.M. 730 from S. end of Walnut Creek Bridge to S.H. 199 2 lanes to 4 lanes
- Widening of F.M. 1938 from 2.4 mi. S. of F.M. 1709 to Rumfield Road from 2 to 4 lanes
- Widening of F.M. 3029 from Glade Road to S.H. 26 from 2 to 6 lanes
- Widening of Collins Street from Abram Street to Park Row from 4 to 6 lanes
- Widening of F.M. 730 near Azle
- Widening of Beach Street in Haltom City and Fort Worth
- Widening of BUS 287P in Kennedale
- Construction of I.H. 20 @ Bowman Springs Road westbound exit ramp
- Construction of 2 lanes U.S. 67 from S.H. 174 north of Cleburne to existing U.S. 67 east of Cleburne with eventual 4-lane facility
- Construction of Hemphill Street from Alta Mesa Blvd. to I.H. 20 6-lane divided facility
- Construction of Campus Drive from I.H. 20 to Oak Grove Road 6-lane divided facility
- Construction of Watauga Road from F.M. 1938 (Davis Blvd.) to Precinct Line Road 6-lane divided facility

- Construction of Phase II of I.H. 820 interchange with S.H. 121, S.H. 183, S.H. 26, and F.M. 1938
- Construction of S.H. 360 frontage roads from Arlington Webb-Britton Road to Broad St.

The following summarizes those major projects delayed in the Dallas and Fort Worth Subregions during the 1995 Transportation Improvement Program duration:

Dallas Subregion:

- S.H. 66 from Country Club Road to Rockwall County Line: State budget short on funds; TxDOT Letting Management Section asked to delay letting until FY96 (project let in October 1995--FY96)
- U.S. 380 @ Carroll in Denton: rejected bids; scheduled to let in December 1995
- F.M. 744 @ Harris Branch: rejected bids; scheduled to let in December 1995
- F.M. 638 @ Pin Oak Creek: rejected bids; scheduled to let in December 1995
- I.H. 45 from south end of Mesquite Creek Bridge to north end of U.S. 287 overpass bridge: State budget short on funds; TxDOT Letting Management Section asked to delay letting until FY96 (project let in September 1995--FY96)

Fort Worth Subregion:

- I.H. 35/I.H. 30, West Central incr.: delayed due to letting volumes in August
- F.M. 3029 from F.M. 1938 to Glade Road: delayed due to ROW not being cleared

## F. AIR QUALITY ISSUES

With the signing of the Clean Air Act Amendments of 1990 into law, the Dallas-Fort Worth region was designated nonattainment for exceeding the National Ambient Air Quality Standard for the pollutant ozone. On a scale ranging from marginal to extreme, the North Central Texas region was labeled "moderate" and given until 1996 to attain the ozone standard. The CAAA requires each state to submit a state implementation plan (SIP) to the U.S. Environmental Protection Agency (EPA). The SIP is a legally binding document that defines the structure through which emissions will be reduced and the ozone standard will be attained. As the cumulative sum of the air quality planning process, the SIP ties in transportation planning through the conformity provisions in the CAAA. These important provisions verify that federal actions on transportation projects are consistent with the air quality objectives contained in the SIP. In many cases, transportation-related control measures identified in the SIP are contained and funded in the metropolitan transportation plan and transportation improvement program.

## CONFORMITY OF THE TRANSPORTATION IMPROVEMENT PROGRAM

Section 176(c)(4) of the CAAA required the EPA to finalize the rule-making on conformity determinations for transportation plans and programs. In response to this requirement, the EPA published its Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded Under Title 23 U.S.C. or the Federal Transit Act in the *Federal Register* on November 24, 1993. This rule requires metropolitan planning organizations and the U.S. Department of Transportation to make conformity determinations on metropolitan transportation plans and TIPs before they are adopted, approved, or accepted in air quality nonattainment areas. A conformity determinations was conducted for the 1996 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area.

Specific provisions are described in the final conformity rule for MPOs to conduct conformity determinations. These criteria and procedures vary according to the pollutant for which the area is designated nonattainment and also according to the time period in which the determination is conducted. As required by the final rule, the conformity analysis was based on the most recent planning assumptions in force at the time of the conformity determination and used the latest available emissions model. EPA's Mobile Source Emission Factor Model (MOBILE5a) was used for this conformity analysis. Consistent with the requirements issued in the final conformity rule and ISTEA provisions, regular public meetings were held prior to the RTC's approval of the conformity analysis for the TIP. These meetings were held in accordance with the consultation and public involvement procedures. The final conformity rule specifies that the transportation improvement program must provide for the timely implementation of transportation control measures from the applicable implementation plan. TCM implementation levels and emission reductions from federal- and State-funded projects in the 1996 TIP are being met. A regional emissions analysis must be conducted for the milestone attainment date of 1996 and also for two additional analysis years, 2005 and 2010. This regional analysis is performed for a Baseline and an Action scenario for each analysis year as defined by the final conformity rule. Volatile organic compounds (VOC) and nitrogen oxide (NOx) emissions from each Action scenario must be less than the emissions predicted for the Baseline scenario in each analysis year. In addition, the regional analysis must show

that the Action scenario contributes to a reduction in emissions from 1990 baseline emission levels and must also provide for consistency with the motor vehicle emissions budget established in the applicable SIP.

Figure 6 is a summary description of the VOC and NOx regional emissions analysis. This figure shows the relationships of the Baseline and Action scenarios to the emissions budget and 1990 emission levels. As the figure illustrates, the VOC emissions predicted in the Action scenarios for each year of analysis are less than the emissions predicted in the Baseline scenarios. This meets the first criterion mentioned above.

The CAAA specifies in Section 182(f) that NOx emission reductions would not apply in an ozone nonattainment area if NOx reductions would not contribute to attainment of the ozone standard. Pursuant to this provision, EPA granted a NOx waiver for the Dallas-Fort Worth nonattainment area on November 21, 1994. The NOx waiver was based on technical findings reported by the Texas Natural Resources Conservation Commission (TNRCC) in the attainment demonstration SIP submittal. NOx emissions in the 1996 Action scenario are less than the Baseline emissions; but in 2005, and 2010, the Action scenario emissions are greater. Without the waiver, changes to the SIP or TIP would be needed in order the meeting the NOx Action/Baseline test. This may include the elimination of VOC-reducing TCMs. However, the Section 182(f) exemption waives the NOx Action/Baseline comparison for all analysis years, although the test is met in the 1996 scenario.

As shown in Figure 6, the VOC and NOx emissions for each Action scenario are well below the 1990 emission levels. This meets the second criterion mentioned above. The VOC emissions budget, as identified in the SIP, is 155.40 tons per weekday. This is reflected in Figure 6. For 1996, 2005, and 2010, the Action scenario VOC emissions are less than the established emissions budget. This meets the third criterion mentioned above. Because NOx emission reductions are not required and an NOx emissions budget has not been established in the SIP, this third criterion does not apply to NOx emissions.

NCTCOG, serving as the MPO for the Dallas-Fort Worth Metropolitan Area, is responsible for conducting the regional planning process for all modes of transportation. The Transportation Department provides technical support and staff assistance to the RTC and its technical committees, which compose the MPO policy-making structure. The conformity determinations were conducted under the direction of the RTC of NCTCOG.

The results of the conformity determination show that the 1996 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area meet the requirements of the SIP, the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d)) as amended on November 15, 1990, and the final conformity rule (40 CFR Parts 51 and 93). Final rule conformity determinations for the 1996 TIP are available from the NCTCOG Transportation Department.

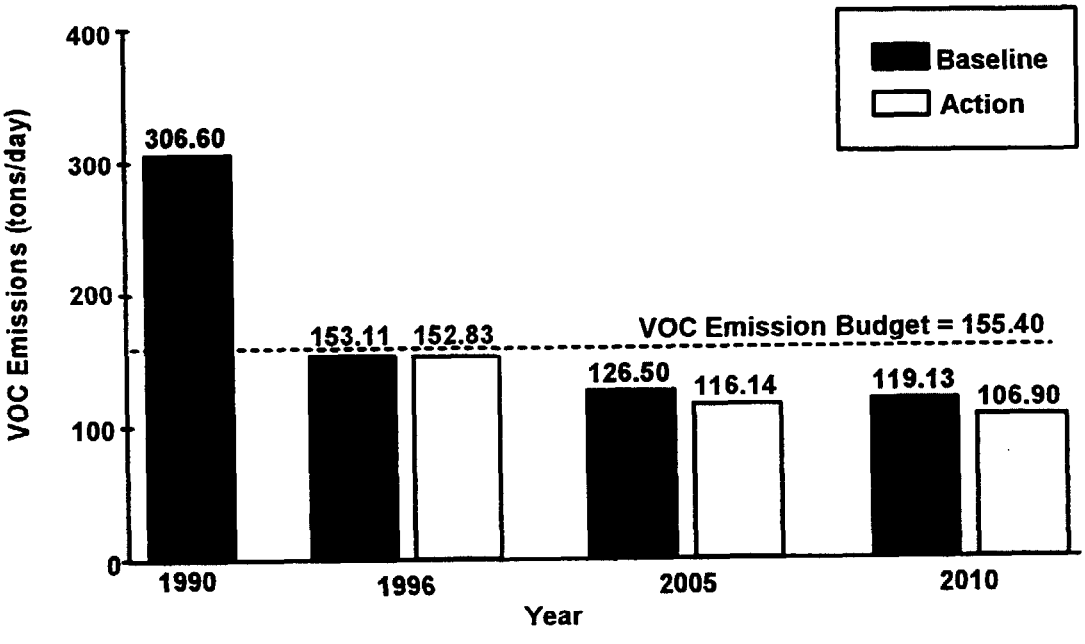
## TRANSPORTATION CONTROL MEASURES IN THE STATE IMPLEMENTATION PLAN

In October 1993, the North Central Texas Council of Governments forwarded a list of transportation control measures and their associated emission reductions to the Texas Natural Resource Conservation Commission. These Regional Transportation Council-approved TCMs

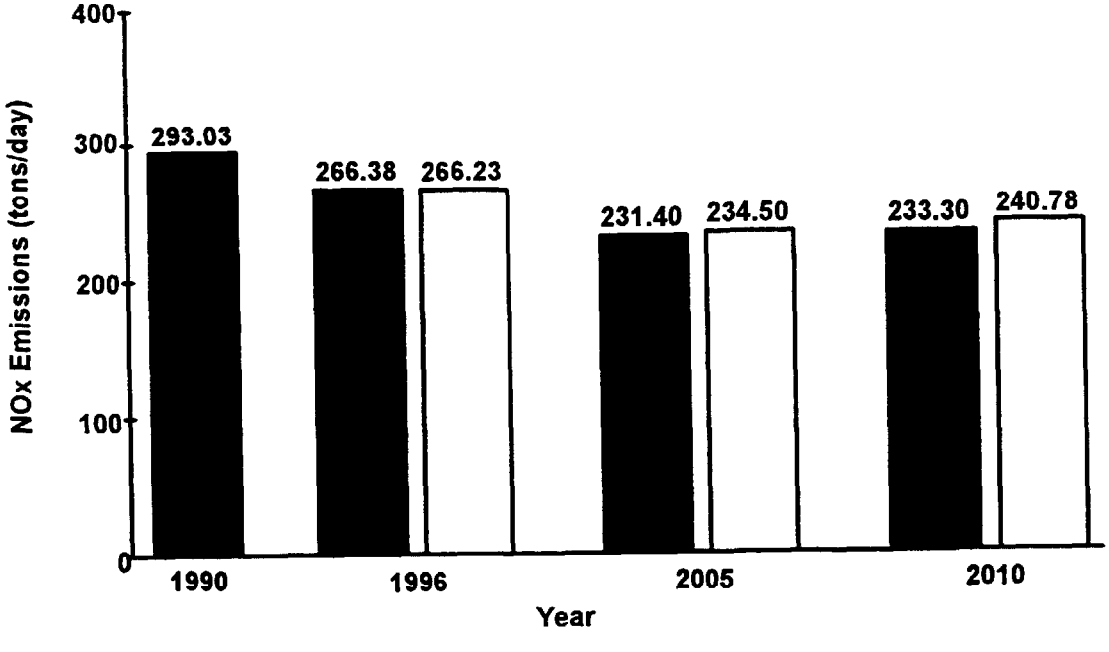
FIGURE 6

# CONFORMITY OF THE 1996 TRANSPORTATION IMPROVEMENT PROGRAM

## Volatile Organic Compound Emissions




## Nitrogen Oxide Emissions



were endorsed by TNRCC and forwarded to the Environmental Protection Agency in November 1993 for inclusion in the State Implementation Plan. The initial measures, called Phase I controls, are shown in Appendix J. The TCMs contribute 6.94 tons per weekday of volatile organic compound emission reductions toward the reasonable further progress SIP revision. It should be noted that 6.94 tons is the SIP credit requested. The actual reduction is anticipated to be higher. The difference takes into account project delays due to unforeseen occurrences and provides a buffer to ensure commitments are met. Therefore, the SIP credit requested is less than anticipated reductions.

In May 1994, additional measures were developed and submitted for the Phase II and Contingency categories of the SIP. All of the Phase I, II, and contingency controls, including TCMs, must provide sufficient VOC emission credits to meet the 15 percent reduction target required by the reasonable further progress provisions of the Clean Air Act. No additional TCM commitments were made in the Phase II category, but 2.03 tons per day of reductions from TCMs were included as contingency. In the May 1994 submittal, the Phase I emission reductions from TCMs remain unchanged at 6.94 tons per weekday. Additional signalization projects were included due to the potential loss of credit from the alternative fuel vehicle program and the construction schedule for the light rail systems.

EPA and TNRCC have stated that SIP commitments are not required for individual projects. Rather, the region must commit to an overall emission reduction target and specific levels of implementation/activity in each TCM category. In addition, the total emission reduction target for all categories combined must be met. The metropolitan planning organization is required to ensure these commitments are met through the TIP refinement and monitoring process. NCTCOG must report to TNRCC annually regarding TCM monitoring. Table 12 contains the TCM commitments in the SIP and shows the specific implementation levels in each category and the combined emission reduction target from TCMs. The revised implementation levels and emission reductions from signal improvements, alternative fuel vehicles, and light rail systems are reflected in the May 1994 revision. Section 51.418 of the conformity rule requires that the metropolitan planning organization verify that the transportation improvement program provides for the timely implementation of TCMs. The following demonstrates that this requirement is fulfilled.

## TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

The transportation improvement program must provide for the timely implementation of transportation control measures from the applicable implementation plan. This includes only the Phase I and II TCMs submitted as part of the reasonable further progress (i.e., 15 percent rule for volatile organic compounds) implementation plan. No additional TCMs were submitted as part of the attainment demonstration implementation plan.

Because the TIP identifies direct funding sources for many of the TCMs in the implementation plan, a rigorous examination of the TIP is necessary to satisfy the TCM timely implementation requirement. First, an evaluation of the specific steps and funding sources needed to fully implement each TCM must indicate that TCMs are on, ahead, or behind the schedule established in the applicable implementation plan. The metropolitan planning organization and departments of transportation must determine that past obstacles to implementation of the

TABLE 12

## TRANSPORTATION CONTROL MEASURES FOR THE REASONABLE FURTHER PROGRESS STATE IMPLEMENTATION PLAN

| | PROJECT CATEGORY | NOVEMBER 1993 | | REVISED MAY 1994 | |
|---|---|---|---|---|---|
| | | IMPLEMENTATION LEVEL | EMISSION REDUCTION (VOC lbs/day) | IMPLEMENTATION LEVEL | EMISSION REDUCTION (VOC lbs/day) |
| 1 | Intersection Improvements | 334 Locations | 1,740 | 334 Locations | 1,740 |
| 2 | Signal Timing/ Progression | 1,197 Locations | 5,480 | 1,350 Locations | 6,180 |
| 3 | Grade Separations | 2 Locations | 16 | 2 Locations | 16 |
| 4 | High Occupancy Vehicle Lanes | 33 Lane Miles | 935 | 33 Lane Miles | 935 |
| 5 | Transit Alternative Fuel Vehicles | 300 Vehicles | 107 | 300 Vehicles | 107 |
| 6 | Nontransit Alternative Fuel Vehicles | 3,032 Vehicles | 780 | 3,032 Vehicles | 180 |
| 7 | Motorist Assistance/ Incident Detection and Response/ Freeway Surveillance | 4 Corridors | 394 | 4 Corridors | 394 |
| 8 | Park-and-Ride Lots | 2 Locations | 30 | 2 Locations | 30 |
| 9 | Travel Demand Management Program: Phase I | N/A | N/A | N/A | N/A |
| 10 | Travel Demand Management Program: Phase II | N/A | N/A | N/A | N/A |
| 11 | Pedestrian/ Bicycle Facilities | 16 miles | 8 | 16 miles | 8 |
| 12 | Commuter Rail | 9.6 miles | 9 | 9.6 miles | 9 |
| 13 | Light Rail | 10.3 miles | 240 | 7.9 miles | 140 |
| 14 | Arterial Street Roadway Widenings | 763 lane miles | 4,137 | 763 lane miles | 4,137 |
| 15 | Discount Transit Fare | N/A | N/A | N/A | N/A |
| 16 | Accelerated Retirement of Older Vehicles | N/A | N/A | N/A | N/A |
| 17 | Vehicle Impoundment Air Quality Program | N/A | N/A | N/A | N/A |
| 18 | Tune-up and Repair of High Emitting Vehicles/Smog Check | N/A | N/A | N/A | N/A |
| 19 | Pass on Left Legislation/ Enforcement | N/A | N/A | N/A | N/A |
| 20 | Reduce Empty Truck Backhauls | N/A | N/A | N/A | N/A |
| | **TOTAL** | | 13,876 lbs/day = 6.94 tons/day | | 13,876 lbs/day = 6.94 tons/day |

TCMs have been identified and overcome. While TCM implementation has not occurred in this region at an optimum pace, obstacles to implementation have been identified and overcome. Tables 13 and 14 demonstrate that the TCM implementation levels and emission reductions are met from the total regional projects including federal- and state-funded projects in the 1996 TIP. The total regional projects are those that are reasonably expected to be constructed by November 1996. Many of the TCMs are already in place.

The emission reduction commitment from TCMs in the implementation plan is 6.94 tons per weekday of volatile organic compounds. As explained previously, this estimate was intentionally conservative to protect the interests of the implementing agencies and the MPO under State enforcement procedures. As shown in Table 14, the emission reduction estimate from the implementation of TCMs from the 1996 TIP plus locally-funded projects is calculated as 15.22 tons per weekday, over double the commitment. Much of the additional credit is attributed to a significant increase in the number of signal improvements, freeway/arterial management programs, and travel demand initiatives. As noted in the tables, the increase in emission reductions from arterial street widenings occurs because locally funded projects are included. These additional arterial facilities have been identified as part of NCTCOG's Regional Thoroughfare Plan process and the regionally significant requirements of conformity. Due to their high cost, right-of-way requirements, complexity of design, and length of construction, some of the intersection improvements and grade separations previously scheduled for completion by 1996 were moved out of that time frame to provide for the implementation of lower cost, higher efficiency projects such as signal improvements.

With specific regard to intersection and signal improvements, the number of locations programmed in the 1996 TIP plus locally-funded projects as shown in Table 13 is consistent with the 6,303 locations completed in the eight-year period between 1983 and 1991 and required by the 1982 corrective implementation plan that expired in 1991 for the Dallas-Fort Worth region.

Concerning alternative fuel vehicles, implementation of the program is proceeding as required by the implementation plan. However, recent guidance from the TNRCC and EPA yields very low emission reduction credits from alternative fuels. No credit is assumed from this program in the conformity analysis from alternative fuel vehicles. This conservative assumption is made to ensure the integrity of the regional emissions calculations and the conformity determinations. This situation indicates a need to work with TNRCC and EPA to properly quantify the air quality impacts of the alternative fuels program.

NCTCOG, the RTC, local governments, transportation authorities, and the Texas Department of Transportation are aware of the need to expedite TCM commitments. The development of the 1996 TIP made this apparent to the involved parties and contributed toward a renewed commitment to implement TCMs in a timely fashion. The significant amount of emission reductions and implementation levels is evidence of this commitment.

# TRANSPORTATION CONTROL MEASURES IN THE STATE IMPLEMENTATION PLAN

## Implementation Levels Through 1996

| Category | Local Gov't Projects | Federal & State TIP Projects | Total Regional Projects | SIP Commitment |
|---|---|---|---|---|
| Intersection Improvements/ Grade Separations | 235 | 151 | 386 Locations | 336 |
| Signal Improvements | 718 | 2,332 | 3,050 Locations | 1,350 |
| HOV Lanes | N/A | 33 | 33 Lane Miles | 33 |
| Alternative Fuel Vehicles | 14 | 4,015 | 4,029 Vehicles | 3,332 |
| Corridor Management | N/A | 14 | 14 Corridors | 4 |
| Park-n-Ride Lots | 1 | 3 | 4 Locations | 2 |
| Travel Demand Management | N/A | 15 | 15 Programs | N/A |
| Ped/Bicycle Facilities | 26 | 8 | 34 Miles | 16 |
| Commuter Rail | N/A | 9.6 | 9.6 Miles | 9.6 |
| Light Rail | 7.9 | N/A | 7.9 Miles | 7.9 |
| Arterial Street Widenings | N/A | 2,033[1] | 2,033 Lane Miles | 763 |

[1] Includes local government projects

TABLE 14

# TRANSPORTATION CONTROL MEASURES IN THE STATE IMPLEMENTATION PLAN

## VOC Emission Reductions (lbs/day) Through 1996

| Category | Local Gov't Projects | Federal & State TIP Projects | Total Regional Projects | SIP Commitment |
|---|---|---|---|---|
| Intersection Improvements/ Grade Separations | 1,243 | 800 | 2,043 | 1,756 |
| Signal Improvements | 2,678 | 8,720 | 11,398 | 6,180 |
| HOV Lanes | N/A | 1,086 | 1,086 | 935 |
| Alternative Fuel Vehicles | N/A | 0 | 0 | 287 |
| Corridor Management | N/A | 1,874 | 1,874 | 394 |
| Park-n-Ride Lots | 6 | 32 | 38 | 30 |
| Travel Demand Management | N/A | 1,063 | 1,063 | N/A |
| Ped/Bicycle Facilities | 24 | 15 | 39 | 8 |
| Commuter Rail | N/A | 9 | 9 | 9 |
| Light Rail | 168 | N/A | 168 | 140 |
| Arterial Street Widenings | N/A | 12,727[1] | 12,727 | 4,137 |
| | | | 30,445 | 13,8[illegible] |
| | | | 15.22 tons | 6.94 tons |

[1] Includes local government projects

## G. AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act (ADA) requires that all fixed-route public transportation systems be fully accessible and that complementary paratransit service be provided for persons with disabilities who live within the service area of fixed-route transit systems. Persons eligible for paratransit service include those who have temporary or permanent disabilities and are unable to make use of a fully accessible fixed-route system. The paratransit service must be provided between all origins and destinations within a certain distance of any fixed route, must operate the same days and hours as the fixed-route service, and must not charge more than twice the fare of the fixed-route service.

A number of both public and private, nonprofit transportation operators in the Dallas-Fort Worth Metropolitan Area provide transportation services for the elderly and disabled (E & D). Providers are funded through a variety of sources including FTA Nonurbanized Area Formula Program and the Elderly and Persons with Disabilities Program.

The Elderly and Persons with Disabilities Program is dedicated solely for the purpose of providing E & D transportation service. Nonurbanized Area Formula Program funding recipients traditionally provide both standard mass transportation service and specialized elderly and disabled service.

The provision of E & D service to the City of Forest Hill was recently selected for funding through the CMAQ Program due to its ability to score well on the selection criteria, the primary focus of which is the improvement of air quality. The project evaluation through which this E & D service was selected includes current cost effectiveness, air quality/energy conservation, local cost participation, intermodal/multimodal/social mobility, and congestion management plan/transportation control measures as outlined in Chapter D of this Section.

A Call for Projects was issued by TxDOT for private, nonprofit agencies to apply for available Elderly and Persons with Disabilities Program funding for the transportation of elderly and disabled for FY96. Additional calls will be issued for future funding. Funds may be used for capital purchases only; eligible capital purchases include replacement of existing vehicles, acquisition of new vehicles for expansion of service, and auxiliary equipment such as radios.

Urbanized Area Formula Program E & D providers in the Eastern Subregion, which corresponds to the TxDOT Dallas District, include Dallas Area Rapid Transit and the Cities of Grand Prairie, Mesquite, and Plano. These three cities provide demand-responsive transportation service to the elderly and disabled. Urbanized Area Formula Program funds have been programmed for FY96 for continued operations of the existing E & D service in these areas. DART, in addition to its fixed-route service to the general public, provides HandiRides van service and contracts with local taxi companies to provide supplemental specialized paratransit service within its service area. Dallas Area Rapid Transit submits an annual Paratransit Plan update which outlines the elderly and disabled service being provided both through the dedicated paratransit system and regular fixed-route bus system with ADA accessibility.

Within the TxDOT Fort Worth District, or Western Subregion, there are two Section 9 E & D service providers, the Fort Worth Transportation Authority, also known as the T, and the City of Arlington. The T operates Mobility Impaired Transportation Service (MITS) in addition to its

regular fixed route service. The T also implements an accessible bus plan in relation to its general transportation service. They have committed that all buses purchased in the future will be equipped with wheelchair lifts and all future routes will continue to be structured with the needs of citizens with disabilities in mind. Handitran is an E & D transportation service sponsored by the City of Arlington. The City of Arlington has Section 9 operating assistance authorized for its Handitran service this fiscal year with both capital and operating assistance requested for future years.

NCTCOG also serves as the MPO for the Denton and Lewisville Urbanized Areas, both of which receive Urbanized Area Formula Program funds annually. These funds are used primarily for elderly and disabled transportation service. Denton contracts with Services Program for Aging Needs, Inc. (SPAN) to provide E & D transportation through both fixed-route and demand-responsive service. SPAN, in turn, contracts with Denton Taxi for supplemental E & D demand-responsive transit. SPAN also provides transportation services for elderly and disabled persons in the Lewisville Urbanized Area. Both receive direct federal Urbanized Area Formula Program apportionments annually for capital and operating expenditures.

The Metropolitan Planning Organization has certified compliance with the fixed-route ADA paratransit plan requirements under 49 CFR 37.139(j). This certification has been approved for DART, the T, and SPAN service in Denton.

# II. GLOSSARY

## PROJECT LISTINGS

**CSJ** Control Section Job Number - TxDOT-assigned number for projects entered into the Project Development Plan (PDP)

**PROJ ID** Project Identification - Code assigned by the Metropolitan Planning Organization (MPO) for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.

**F. CLASS** Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are:

Interstate
Other Urban Freeways and Expressways
Other Principal Arterials
Minor Arterials
Urban Collectors and Rural Major Collectors
Rural Minor Collectors
Urban and Rural Local Streets and Roads

**FED PROG** Federal Funding Category - Major categories of federal funding as established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Categories are:

IC - Interstate Construction
IM - Interstate Maintenance
NHS - National Highway System
STP - Surface Transportation Program
CMAQ - Congestion and Mitigation Air Quality Improvement Program
Bridge - On-/Off-System Bridge Rehabilitation
DSB - Donor State Bonus Funds
MA - Minimum Allocation Funds
FLHP - Federal Land Highway Program
FTA - Federal Transit Administration

**PHASE** Project Phase for Federal Funding (E--Preliminary Engineering, R--Right-of-Way Acquisition, & C--Construction)

## TRANSPORTATION AND AIR QUALITY ACRONYMS

| | |
|---|---|
| 3C Planning Process | - Comprehensive, Coordinated, Continuing Planning Process |
| 3R | - Resurfacing, Restoring, & Rehabilitation |
| 4R | - Resurfacing, Restoring, Rehabilitation, & Reconstruction |
| AA | - Alternatives Analysis |
| AADT | - Annual Average Daily Traffic |
| AASHTO | - American Association of State Highway and Transportation Officials |
| ACT | - Association of Commuter Transportation |
| ADA | - Americans with Disabilities Act of 1991 |
| ADT | - Average Daily Traffic |
| AFC | - Automated Fare Collection |
| AIP | - Airport Improvement Program |
| APA | - American Planning Association |
| APTA | - American Public Transit Association |
| APWA | - American Public Works Association |
| ARTBA | - American Road and Transportation Builders Association |
| ASCE | - American Society of Civil Engineers |
| ATA | - American Trucking Association |
| ATTAC | - Air Transportation Technical Advisory Committee (NCTCOG) |
| AVI | - Automatic Vehicle Identification |
| AVO | - Average Vehicle Occupancy |
| B/C | - Benefit/Cost |
| CAA | - Clean Air Act |
| CAAA | - Clean Air Act Amendments of 1990 |

| | |
|---|---|
| CAFE | - Corporate Average Fuel Economy |
| CBD | - Central Business District |
| CEI | - Cost-Effectiveness Index |
| CMAC | - City Managers Advisory Committee |
| CMAQ | - Congestion Mitigation and Air Quality Improvement Program |
| CMS | - Congestion Management System |
| CMSA | - Consolidated Metropolitan Statistical Area |
| CNG | - Compressed Natural Gas |
| CO | - Carbon Monoxide |
| COG | - Council of Governments |
| CPI | - Consumer Price Index |
| CRT | - Commuter Rail Transit |
| CTPP | - Census Transportation Planning Package--1990 Census Data |
| DART | - Dallas Area Rapid Transit |
| DBE | - Disadvantaged Business Enterprise |
| DCIS | - Design and Construction Information System |
| DFWRTM | - Dallas-Fort Worth Regional Transportation Model |
| DOE | - Department of Energy |
| DOT | - Department of Transportation |
| DRAM | - Disaggregate Residential Allocation Model |
| DRMC | - Dallas Regional Mobility Coalition |
| EA | - Environmental Assessment |
| E&D | - Elderly & Disabled (formerly E&H) |
| E&H | - Elderly & Handicapped (replaced by E&D) |
| EIS | - Environmental Impact Statement |

| | |
|---|---|
| EMPAL | - Employment Allocation Model |
| EPA | - Environmental Protection Agency |
| ETC | - Employee Transportation Coordinator |
| ETC | - Electronic Toll Collection |
| FAA | - Federal Aviation Administration |
| FAI | - Federal Aid Interstate |
| FAP | - Federal Aid Primary |
| FAUS | - Federal Aid Urban System |
| FHWA | - Federal Highway Administration |
| FM | - Farm to Market Road |
| FONSI | - Finding of No Significant Impact |
| FRA | - Federal Railroad Administration |
| FTA | - Federal Transit Administration (formerly UMTA) |
| FWTA | - Fort Worth Transportation Authority (the T) |
| GA | - General Aviation |
| GARC | - Government Applications Review Committee |
| GFWTA | - Greater Fort Worth Transportation Authority (the T) |
| GIS | - Geographic Information System |
| HazMat | - Hazardous Material |
| HC | - Hydrocarbons |
| HOV | - High Occupancy Vehicle |
| HPMS | - Highway Performance Monitoring System |
| HSR | - High Speed Rail |
| HSRA | - High Speed Rail Association |
| HTC | - Highway Technical Committee (NCTCOG) |

| | |
|---|---|
| HTF | - Highway Trust Fund |
| IC | - Interstate Construction Program |
| ICMA | - International City/County Management Association |
| IH | - Interstate Highway |
| IM | - Interstate Maintenance Program |
| I/M | - Inspection & Maintenance (also I&M) Program |
| ISTEA | - Intermodal Surface Transportation Efficiency Act of 1991 |
| ITE | - Institute of Transportation Engineers |
| IVHS | - Intelligent Vehicle/Highway Systems |
| IVHSA | - Intelligent Vehicle/Highway Systems (IVHS) America |
| K&R | - Kiss-and-Ride |
| LAP | - Local Assistance Program (DART) |
| LEV | - Low Emission Vehicle |
| LNG | - Liquified Natural Gas |
| LOS | - Level of Service |
| LPG | - Liquified Petroleum Gas |
| LRP | - Long-Range Plan |
| LRT | - Light Rail Transit |
| MAGLEV | - Magnetic Levitation |
| MBE | - Minority-Owned Business Enterprise |
| MCB | - Movable Concrete Barrier |
| MITS | - Mobility-Impaired Transportation Services (the T) |
| MPA | - Metropolitan Planning Area |
| MPO | - Metropolitan Planning Organization |
| MTC | - Mobility Technical Committee (formerly TASC) |

MUTCD - Manual of Uniform Traffic Control Devices

NAAQS - National Ambient Air Quality Standards

NARC - National Association of Regional Councils

NCHRP - National Cooperative Highway Research Program

NCMTF - North Central Mobility Task Force

NCTCOG - North Central Texas Council of Governments

NCTLRAP:GAS 2010 - North Central Texas Long Range Aviation Plan: General Aviation System 2010

NEPA - National Environmental Policy Act

NETS - Northeast Transportation Service (Tarrant County)

NGV - Natural Gas Vehicle

NHS - National Highway System

NHTSA - National Highway Traffic Safety Administration

NIMBY - Not in My Back Yard

NMHC - Nonmethane Hydrocarbons

$NO_x$ - Oxides of Nitrogen

$O_3$ - Ozone

O-D - Origin-Destination

PASS - Principal Arterial Street System

PDP - Project Development Plan (TxDOT)

PHF - Peak-Hour Factor

PL Funds - FHWA Metropolitan Planning Funds

PMSA - Primary Metropolitan Statistical Area

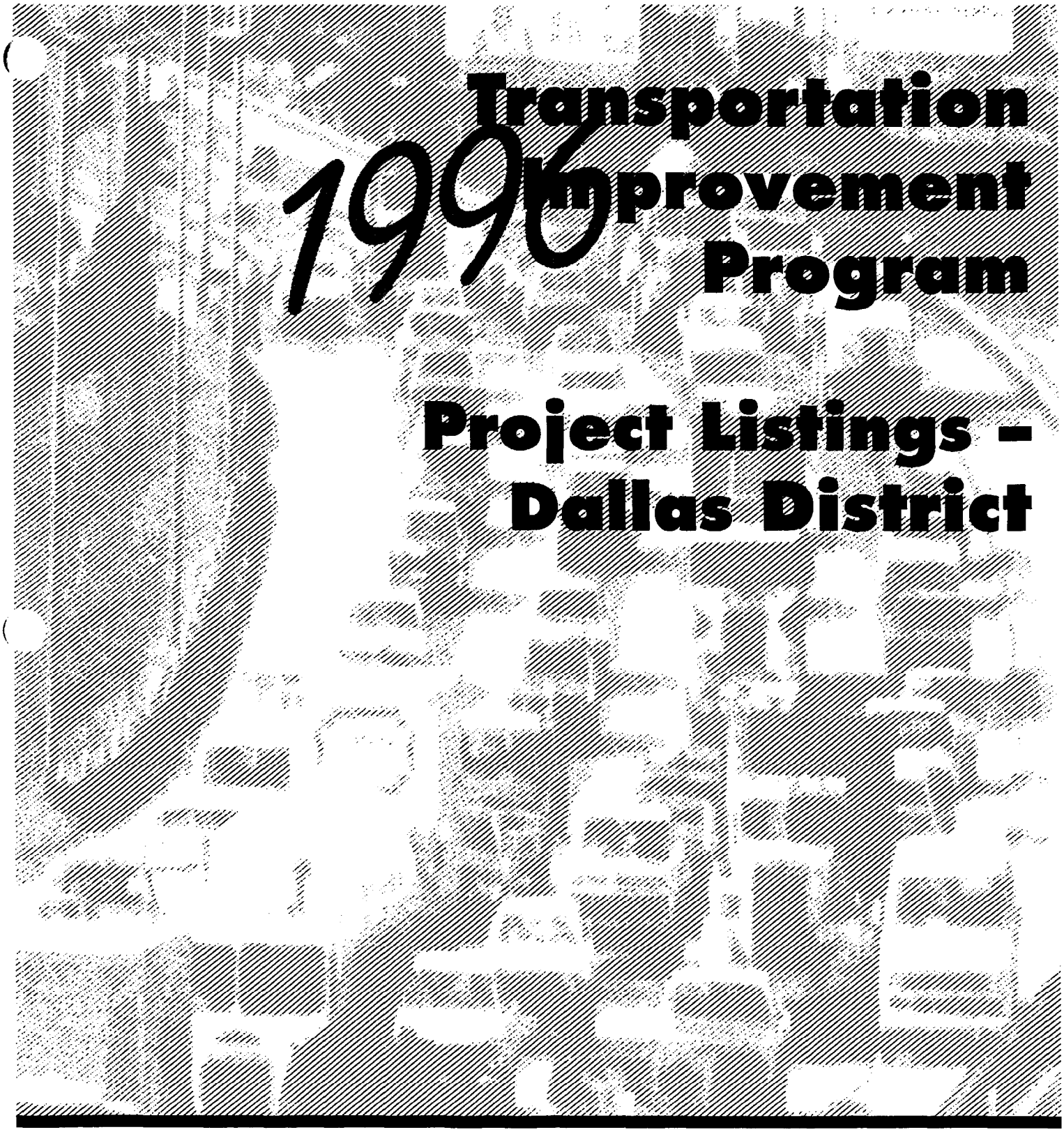
ppm - parts per million

P&R - Park-and-Ride

| | |
|---|---|
| PSA | - Public Service Announcement |
| PTTC | - Public Transportation Technical Committee (NCTCOG) |
| RASP | - Region Airport System Plan 2000 |
| RFP | - Request for Proposal |
| RFQ | - Request for Qualifications |
| RRA | - Regional Review Agency |
| RTC | - Regional Transportation Council (NCTCOG) |
| SDHPT | - State Department of Highways and Public Transportation (now TxDOT) |
| Section 3 | - FTA Discretionary Funding Program |
| Section 8 | - FTA Metropolitan Planning Funds |
| Section 9 | - FTA Urban Formula Funding Program |
| Section 16 | - FTA Elderly & Disabled Funding Program |
| Section 18 | - FTA Rural Funding Program |
| SH | - State Highway |
| SIC | - Standard Industrial Classification (Census Bureau) |
| SIP | - State (air quality) Implementation Plan |
| SMSA | - Standard Metropolitan Statistical Area |
| SOV | - Single-Occupancy Vehicle |
| SPAN | - Services Program for Aging Needs, Inc. |
| SRA | - Strategic Regional Arterial |
| STIP | - Statewide Transportation Improvement Program |
| STP | - Surface Transportation Program |
| STP-MM | - Surface Transportation Program--Metropolitan Mobility |
| STP-RM | - Surface Transportation Program--Rural Mobility |
| STP-UM | - Surface Transportation Program--Urban Mobility |

| | |
|---|---|
| STTC | - Surface Transportation Technical Committee (formerly PTTC/HTC) |
| SWTA | - Southwest Transit Association |
| TACB | - Texas Air Control Board |
| TAP | - Technical Assistance Program (DART) |
| TCM | - Transportation Control Measures |
| TCMA | - Texas City/County Management Association |
| TDMC | - Travel Demand Management Committee |
| TexITE | - Texas Section, Institute of Transportation Engineers |
| TDM | - Travel Demand Management |
| TGRA | - Texas Good Roads Association |
| TIP | - Transportation Improvement Program |
| TMA | - Transportation Management Area |
| TML | - Texas Municipal League |
| TNRCC | - Texas Natural Resources Conservation Commission (formerly TACB) |
| TRACS | - Texas Review and Comment System |
| TRB | - Transportation Research Board |
| TSM | - Transportation System Management |
| TSZ | - Traffic Survey Zone |
| TTA | - Texas Turnpike Authority |
| TTI | - Texas Transportation Institute |
| TxDOT | - Texas Department of Transportation |
| UMT | - Urban Mass Transportation (Act of 1964) |
| UMTA | - Urban Mass Transportation Administration (now FTA) |
| UPWP | - Unified Planning Work Program |
| USDOE | - U.S. Department of Energy |

| | |
|---|---|
| USDOT | - U.S. Department of Transportation |
| USEPA | - U.S. Environmental Protection Agency |
| UZA | - Urbanized Area |
| V/C (ratio) | - Volume:Capacity Ratio |
| VHT | - Vehicle Hours of Travel |
| VMT | - Vehicle Miles of Travel |
| VOC | - Volatile Organic Compound (e.g., gasoline fumes) |


1996 Transportation Improvement Program
Project Listings - Dallas District

# III. DALLAS DISTRICT

## FEDERALLY FUNDED

## HIGHWAY PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996

September 14, 1995

| DISTRICT<br>COUNTY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | IH 35E | | IH-M | $ 57,612 | 95 / 12 |
| DENTON | 1.14 MILE SOUTH OF FM 2181, SOUTH | 1 | 2 | 6,401 | |
| | NORTH END OF SB HICKORY CREEK BRIDGE | 4 | C | 0 | DENTON |
| 0196-01-069 | REPLACE EXISTING MEDIAN RAIL WITH | 0.804 | 1106 | $ 64,014 | |
| DALLAS | IH 35E | | IH-M | $ 72,324 | 95 / 12 |
| DENTON | NORTH END OF SB HICKORY CREEK BRIDGE | 1 | 2 | 8,036 | |
| | 0.6 MILE SOUTH | 4 | C | 0 | DENTON |
| 0196-02-084 | REPLACE EXISTING MEDIAN RAIL WITH | 0.549 | 1106 | $ 80,361 | |
| DALLAS | IH 35E | | IH-M | $ 613,800 | 96 / 05 |
| DALLAS | IH 30 EASTBOUND | 1 | 2 | 68,200 | |
| | DALLAS NORTH TOLLWAY | 5 | C | 0 | DALLAS |
| 0196-03-173 | TEMPORARILY CONVERT EXISTING SHOULDER | 1.700 | 1106 | $ 682,000 | |
| DALLAS | IH 35W | | IH-M | $ 2,760,261 | 96 / 10 |
| DENTON | TARRANT CO LINE | 1 | 2 | 306,695 | |
| | DRY FORK HICKORY CRK BR | 4 | C | 0 | DENTON |
| 0081-13-029 | RECONSTRUCT SHOULDERS, REPAIR EXISTING | 12.665 | 1106 | $ 3,066,957 | |
| DALLAS | IH 30 | | NHS-M | $ 18,400,000 | 96 / 07 |
| DALLAS | 0.34 MI W OF BELTLINE RD | 1 | 3A | 4,600,000 | |
| | 0.24 MI W OF BOBTOWN RD | 4 | C | 0 | |
| 0009-11-167 | RECONSTRUCT AND WIDEN AS 8 LANE | 1.756 | 1106 | $ 23,000,000 | |
| DALLAS | US 380 | | NHS-TTS | $ 4,640,000 | 96 / 08 |
| COLLIN | DENTON C/L | 3 | 3B | 1,160,000 | |
| | SH 289 | 2 | C | 0 | MC KINNEY |
| 0135-11-012 | WIDEN TO 4 LANE DIVIDED RURAL SECTION | 2.100 | 1106 | $ 5,800,000 | |
| DALLAS | SH 161 | | NHS-MIS | $ 587,700 | 96 / 03 |
| DALLAS | WALNUT HILL LN | 2 | 3E | 146,925 | |
| | MACARTHUR BLVD | 0 | C | 0 | IRVING COV |
| 2964-01-023 | CONSTRUCT NOISE WALL 4 AND 5 | 2.970 | 1106 | $ 734,625 | |
| DALLAS | CS | | STP-SA | $ 90,000 | 96 / 06 |
| DALLAS | FOREST AVENUE AT UP RAILROAD IN DALLAS | 0 | 4A | 10,000 | |
| | (DOT 7636585) | 0 | C | 0 | DALLAS |
| 0918-45-218 | RAILROAD SIGNALS | 0.001 | 1106 | $ 100,000 | |
| DALLAS | CS | | STP-SA | $ 90,000 | 96 / 06 |
| DALLAS | DEXHAM ROAD AT DGNO RAILROAD IN | 0 | 4A | 10,000 | |
| | (DOT #415228Y) | 0 | C | 0 | ROWLETT |
| 0918-45-910 | RAILROAD SIGNALS | 0.001 | 1106 | $ 100,000 | |
| DALLAS | LP 12 | | STP-SA | $ 85,500 | 96 / 07 |
| DALLAS | AT CHENAULT IN THE CITY OF DALLAS | 0 | 4A | 9,500 | |
| | . | 0 | C | 0 | |
| 0581-01-101 | TRAFFIC SIGNALS, SIGNS, PVMT MARKINGS | 0.000 | 1106 | $ 95,000 | |
| DALLAS | US 175 | | STP-SA | $ 134,190 | 96 / 02 |
| DALLAS | AT SIMONDS RD | 2 | 4A | 14,910 | |
| | . | 6 | C | 0 | |
| 0197-02-078 | RAISE EXISTING STRUCTURE, ASPHALTIC | 0.100 | 1106 | $ 149,100 | |
| DALLAS | FM 1830 | | STP-SA | $ 85,410 | 96 / 05 |
| DENTON | AT HICKORY CREEK | 5 | 4A | 9,490 | |
| | . | 2 | C | 0 | |
| 1785-01-024 | SAFETY TREAT DRAINAGE STRUCTURES, | 0.100 | 1106 | $ 94,900 | |
| DALLAS | LP 288 | | STP-SA | $ 14,130 | 96 / 03 |
| DENTON | IH 35E | 3 | 4A | 1,570 | |
| | COLORADO BLVD | 4 | C | 0 | |
| [illegible]-01-019 | INSTALL RAISED MEDIAN, INSTALL CURB | 0.300 | 1106 | $ 15,700 | |
| DALLAS | VA | | STP-TE | $ 5,594,500 | 96 / 08 |
| DALLAS | VARIOUS LOCATIONS DOWNTOWN DALLAS | 0 | 4B | 0 | |
| | . | 0 | C | 2,755,500 | FEDERAL COST IS |
| 0918-45-199 | FINAL DESIGN AND CONSTRUCTION OF AN | 0.001 | 1106 | $ 8,350,000 | 5,590,000 AND LOCAL |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | VA | | STP-TE | $ 17,902 | 96 / 03 |
| DALLAS | LANCASTER MK&T DEPOT | 7 | 4B | 0 | |
| | . | 0 | C | 7,672 | |
| 0918-45-219 | LANCASTER MK&T DEPOT REHABILITATION | 0.001 | 1106 | $ 25,575 | |
| DALLAS | CS | 0009 | STP-MM | $ 3,582,750 | 96 / 07 |
| COLLIN | IN ALLEN ON EXCHANGE PKWY FROM US 75 | 4 | 4C | 0 | |
| | SH 5 | 0 | C | 1,194,250 | ALLEN |
| 0918-24-039 | CONSTRUCT 6-LANE DIVIDIED FACILITY | 1.100 | 1106 | $ 4,777,000 | |
| DALLAS | CS | 2011 | STP-MM | $ 2,885,999 | 96 / 07 |
| COLLIN | ON PLANO PARKWAY, ALMA | 4 | 4C | 0 | |
| | PRESTON ROAD | 4 | C,R | 2,089,862 | PLANO |
| 0918-24-047 | WIDEN 4-LANE FACILITY TO 6-LANE FACILITY | 2.000 | 1106 | $ 4,975,862 | |
| DALLAS | CS | 2079 | STP-MM | $ 740,000 | 96 / 03 |
| DALLAS | IN RICHARDSON ON COLLINS BLVD FROM ALMA | 4 | 4C | 0 | |
| | US 75 | 0 | C | 185,000 | RICHARDSON |
| 0918-45-206 | ZERO LANES TO 4 LANE FACILITY | 0.300 | 1106 | $ 925,000 | |
| DALLAS | CS | 2073 | STP-MM | $ 306,999 | 97 / 09 |
| DALLAS | ON BUCKINGHAM ROAD, GREENVILLE AVENUE | 5 | 4C | 0 | |
| | ABRAMS | 0 | C | 102,333 | |
| 0918-45-213 | CONSTRUCT NEW 4-LANE FACILITY | 0.200 | 1106 | $ 409,333 | |
| DALLAS | CS | 0655 | STP-MM | $ 5,446,000 | 98 / 06 |
| DALLAS | ON MARSH LANE, TRINITY MILLS | 4 | 4C | 0 | |
| | ROSEMEADE | 0 | C,R | 1,361,500 | |
| 0918-45-907 | WIDEN 2 LANE TO 6 LANES FACILITY | 1.800 | 1106 | $ 6,807,500 | |
| DALLAS | CS | 1731 | STP-MM | $ 24,000 | 95 / 08 |
| DALLAS | ON ROCHELLE BOULEVARD, O'CONNOR | 4 | 4C | 0 | |
| | LEONE | 2 | E | 6,000 | IRVING |
| 0918-45-994 | PRELIMINARY ENGINEERING | 1.000 | 1106 | $ 30,000 | |
| DALLAS | CS | 0660 | STP-MM | $ 93,000 | 94 / 12 |
| DALLAS | ON MONTFORT DRIVE, PETERSON ROAD | 5 | 4C | 0 | |
| | ALPHA ROAD | 4 | E | 23,250 | DALLAS |
| 0918-45-997 | PRELIMINARY ENGINEERING | 0.600 | 1106 | $ 116,250 | |
| DALLAS | CS | 661 | STP-MM | $ 55,000 | 96 / 02 |
| DALLAS | ON MOTOR STREET, HARRY HINES BOULEVARD | 5 | 4C | 0 | |
| | MAPLE AVENUE | 2 | E | 13,750 | DALLAS |
| 0918-47-901 | PRELIMINARY ENGINEERING | 0.490 | 1106 | $ 68,750 | |
| DALLAS | CS | 0602 | STP-MM | $ 46,400 | 96 / 02 |
| DALLAS | ON ALPHA ROAD, DALLAS PKWY | 5 | 4C | 0 | |
| | PRESTON ROAD | 4 | E | 11,600 | |
| 0918-47-912 | PRELIMINARY ENGINEERING | 1.080 | 1106 | $ 58,000 | |
| DALLAS | CS | 2332 | STP-MM | $ 287,100 | 96 / 04 |
| DALLAS | ON MIDWAY RD FROM SPRING VALLEY | 3 | 4C | 0 | |
| | DALLAS/COLLIN COUNTY LINE | 6 | E,R | 147,900 | ADDISON |
| 0918-47-913 | PRELIMINARY ENGINEERING | 0.200 | 1106 | $ 435,000 | |
| DALLAS | CS | 2127 | STP-MM | $ 30,000 | 95 / 02 |
| DALLAS | ON ROWLETT ROAD, SH 66 | 3 | 4C | 0 | |
| | ROWLETT CITY LIMITS | 4 | E | 30,000 | ROWLETT |
| 0918-47-937 | PRELIMINARY ENGINEERING | 3.130 | 1106 | $ 60,000 | |
| DALLAS | FM 1382 | 387/388 | STP-MM | $ 64,000 | 95 / 11 |
| DALLAS | INTERSECTIONS AT NEW CLARK AND STRAUSS | 0 | 4C | 16,000 | |
| | IN THE CITY OF CEDAR HILL | 0 | C | 0 | |
| 1047-03-047 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 80,000 | |
| DALLAS | FM 2281 | 3013 | STP-MM | $ 3,300,535 | 96 / 03 |
| DENTON | INDIAN CREEK | 4 | 4C | 825,133 | |
| | 500' N OF ROSEMEADE | 2 | C,R | 217,140 | TO BE LET W/ |
| 2160-01-007 | WIDEN TO 6 LANE DIVIDED URBAN | 1.000 | 1106 | $ 4,342,809 | 2160-01-013 & |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 — September 14, 1995

| DISTRICT<br>COUNTY<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | NAME OR DESIGNATION | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | FM 2281 | 3013 | STP-MM | $ 2,067,200 | 96 / 03 |
| DENTON | FM 544 NEAR LEWISVILLE | 4 | 4C | 516,800 | |
| | NORTH OF INDIAN CREEK | 2 | C | 136,000 | LEWISVILLE_TO BE LET |
| 2160-01-013 | WIDEN TO 6 LANE DIVIDED URBAN | 1.500 | 1106 | $ 2,720,000 | W/ 2160-01-007 & |
| DALLAS | FM 544 | 3013 | STP-MM | $ 422,002 | 96 / 06 |
| DENTON | SH 121 | 4 | 4C | 105,500 | |
| | FM 2281 | 2 | C | 0 | TO BE LET W/ |
| 0619-05-019 | WIDEN TO 6 LANE DIVIDED URBAN SECTION | 0.400 | 1106 | $ 527,503 | 2160-01-013 & |
| DALLAS | FM 740 | 2985 | STP-MM | $ 999,999 | 98 / 08 |
| ROCKWALL | SH 205, S | 4 | 4C | 0 | |
| | FM 3097 | 2 | R | 351,351 | ROCKWALL |
| 1014-03-040 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 1,351,351 | |
| DALLAS | LP 12 | 1678 | STP-MM | $ 71,069 | 95 / 12 |
| DALLAS | AT SHADY GROVE IN IRVING | 0 | 4C | 17,767 | |
| | . | 0 | C | 0 | |
| 0581-02-092 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 88,836 | |
| DALLAS | MH | 1465 | STP-MM | $ 994,680 | 97 / 08 |
| DALLAS | ON JUPITER RD, FROM BUCKINGHAM RD | 4 | 4C | 0 | |
| | FOREST LN | 4 | C,E,R | 1,768,320 | RICHARDSON-ACTUAL |
| 0918-45-190 | WIDEN 4 LANE FACILITY TO 6 LANE FACILITY | 1.500 | 1106 | $ 2,763,000 | COST - FED. 976,000 |
| DALLAS | MH | 3064 | STP-MM | $ 5,241,000 | 96 / 08 |
| COLLIN | ON 14TH ST FROM LOS RIOS BLVD | 4 | 4C | 1,327,720 | |
| | ECL OF PLANO | 2 | C | 419,280 | PLANO |
| 8026-18-001 | CONSTRUCT 2-LANE FARM TO MARKET ROAD | 1.800 | 1106 | $ 6,988,000 | |
| DALLAS | MH | 0628 | STP-MM | $ 200,000 | 94 / 11 |
| \S | ON HAMPTON ROAD, FORT WORTH AVENUE | 3 | 4C | 0 | |
| | COMMERCE STREET | 4 | C,E | 50,000 | DALLAS |
| 8043-18-901 | CORRIDOR IMPROVEMENTS | 0.800 | 1106 | $ 250,000 | |
| DALLAS | MH | 3070 | STP-MM | $ 480,000 | 95 / 06 |
| DALLAS | IN DALLAS ON OAK LAWN AVENUE FROM IH 35E | 0 | 4C | 120,000 | |
| | MAPLE AVENUE | 0 | E | 0 | DALLAS |
| 8044-18-900 | PRELIMINARY ENGINEERING | 0.470 | 1106 | $ 600,000 | |
| DALLAS | MH | 0678 | STP-MM | $ 93,000 | 94 / 11 |
| DALLAS | ON SPRING VALLEY, DALLAS NORTH TOLLWAY | 4 | 4C | 0 | |
| | MONTFORT DRIVE | 6 | E | 23,250 | DALLAS |
| 8075-18-900 | PRELIMINARY ENGINEERING | 0.500 | 1106 | $ 116,250 | |
| DALLAS | SH 78 | 2920 | STP-MM | $ 80,000 | 96 / 06 |
| DALLAS | INTERSECTIONS OF 5TH STREET AND | 3 | 4C | 20,000 | |
| | MURPHY ROAD | 0 | C | 0 | GARLAND |
| 0281-03-901 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 100,000 | |
| DALLAS | US 75 | 776 | STP-MM | $ 248,721 | 95 / 10 |
| DALLAS | WALNUT HILL LN | 2 | 4C | 62,180 | |
| | MIDPARK RD | 8 | C | 0 | DALLAS |
| 0047-07-154 | CHANGEABLE MESSAGE SIGNS | 4.100 | 1106 | $ 310,901 | |
| DALLAS | VA | 9998 | STP-MM | $ 160,000 | 96 / 02 |
| DALLAS | VARIOUS LOCATIONS | 2 | 4C | 40,000 | |
| | . | 0 | C | 0 | |
| 0918-00-900 | TRAVEL SURVEY BY NCTCOG | 0.001 | 1106 | $ 200,000 | |
| DALLAS | VA | 4297 | STP-MM | $ 571,800 | 95 / 11 |
| DALLAS | OZONE ALERT PROGRAM-DART | 0 | 4C | 0 | |
| | . | 0 | T | 1,334,200 | DALLAS |
| 0918-47-949 | TRANSIT FARE PROGRAM-1996 | 0.001 | 1106 | $ 1,906,000 | |
| S | FM 544 | | STP-RM | $ 3,680,000 | 96 / 08 |
| COLLIN | E CITY LIMITS OF PLANO | 5 | 4E | 920,000 | |
| | FM 2551 | 2 | C | 0 | PLANO |
| 0619-03-034 | WIDEN TO 6 LANE DIVIDED URBAN | 1.600 | 1106 | $ 4,600,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | CS | 4185 | CMAQ | $ 290,080 | 95 / 10 |
| COLLIN | CITY OF PLANO | 0 | 5 | 0 | |
| | . | 0 | C,E | 163,170 | PLANO |
| 0918-24-052 | COMPUTERIZED TRAFFIC SIGNAL SYSTEM | 0.001 | 1106 | $ 453,250 | |
| DALLAS | CS | 1893 | CMAQ | $ 40,309 | 96 / 02 |
| DALLAS | INTERSECTION OF GALLOWAY WITH TOWN | 4 | 5 | 0 | |
| | BOULEVARD IN MESQUITE | 0 | C,E | 40,309 | MESQUITE |
| 0918-45-256 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 80,618 | |
| DALLAS | CS | 1896 | CMAQ | $ 28,323 | 96 / 02 |
| DALLAS | INTERSECTION OF GUS THOMASSON WITH LIVE | 4 | 5 | 0 | |
| | OAK DRIVE IN MESQUITE | 0 | C,E | 23,173 | MESQUITE |
| 0918-45-257 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 51,496 | |
| DALLAS | CS | 4193 | CMAQ | $ 217,250 | 96 / 04 |
| DALLAS | CITY OF RICHARDSON | 0 | 5 | 0 | |
| | . | 0 | C,E | 57,750 | RICHARDSON |
| 0918-45-283 | CITYWIDE SIGNAL SYSTEM ENHANCEMENTS | 0.001 | 1106 | $ 275,000 | |
| DALLAS | CS | 4102 | CMAQ | $ 64,900 | 96 / 03 |
| DALLAS | ON WINTERGREEN AT POLK STREET IN THE | 0 | 5 | 0 | |
| | CITY OF DESOTO | 0 | C,E,R | 45,100 | DE SOTO |
| 0918-45-934 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 110,000 | |
| DALLAS | CS | 1222 | CMAQ | $ 80,000 | 95 / 10 |
| DALLAS | COCKRELL HILL ROAD AT CAMP WISDOM | 4 | 5 | 0 | |
| | . | 0 | C,E | 20,000 | |
| 0918-45-958 | ADD TURN LANES | 0.030 | 1106 | $ 100,000 | |
| DALLAS | CS | 1212 | CMAQ | $ 147,000 | 95 / 04 |
| DALLAS | VARIOUS LOCATIONS IN DUNCANVILLE | 0 | 5 | 35,700 | |
| | . | 0 | C,E | 27,300 | DUNCANVILLE |
| 0918-45-963 | 2 INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 210,000 | |
| DALLAS | CS | 4062 | CMAQ | $ 10,000 | 99 / 01 |
| DALLAS | ON BETHEL SCHOOL ROAD AT DENTON TAP | 5 | 5 | 0 | |
| | IN THE CITY OF COPPELL | 0 | E | 2,500 | COPPELL |
| 0918-45-966 | WESTBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 12,500 | |
| DALLAS | CS | 0814 | CMAQ | $ 9,000 | 95 / 05 |
| DALLAS | ON CAMPBELL | 4 | 5 | 0 | |
| | AT MEANDERING WAY | 0 | E | 2,250 | |
| 0918-45-971 | NORTHBOUND AND SOUTHBOUND LEFT TURN | 0.001 | 1106 | $ 11,250 | |
| DALLAS | CS | 0914 | CMAQ | $ 12,000 | 98 / 10 |
| DALLAS | INWOOD ROAD | 3 | 5 | 0 | |
| | AT IRVING BOULEVARD | 0 | E | 3,000 | DALLAS |
| 0918-45-976 | ALL APPROACHES, WIDEN TO 8 LANES, | 0.001 | 1106 | $ 15,000 | |
| DALLAS | CS | 0562 | CMAQ | $ 228,000 | 94 / 08 |
| DALLAS | FIVE MILE CREEK BIKEWAY, IH 35E, | 0 | 5 | 0 | |
| | COOMBS CREEK IN DALLAS | 0 | C,E | 57,000 | DALLAS |
| 0918-45-979 | CONSTRUCT BIKEWAY | 3.000 | 1106 | $ 285,000 | |
| DALLAS | CS | 1529A | CMAQ | $ 315,000 | 95 / 08 |
| DALLAS | VARIOUS LOCATIONS IN GRAND PRAIRIE | 0 | 5 | 0 | |
| | . | 0 | C,E | 135,000 | |
| 0918-45-980 | INTERSECTION CAPACITY IMPROVEMENTS | 0.001 | 1106 | $ 450,000 | |
| DALLAS | CS | 1223 | CMAQ | $ 16,000 | 95 / 10 |
| DALLAS | SANTA FE TRAIL AT WHEATLAND | 4 | 5 | 0 | |
| | . | 0 | C,E | 4,000 | |
| 0918-45-992 | ADD TURN LANE | 0.030 | 1106 | $ 20,000 | |
| DALLAS | CS | 1219 | CMAQ | $ 13,162 | 95 / 07 |
| DALLAS | ON CEDAR RIDGE AT CAMP WISDON IN THE | 5 | 5 | 0 | |
| | CITY OF DUNCANVILLE | 0 | C,E | 3,087 | DUNCANVILLE |
| 0918-45-996 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 16,250 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 September 14, 1995

| DISTRICT<br>C[illegible]TY<br>C[illegible] | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | CS | 1813 | CMAQ | $ 56,000 | 98 / 01 |
| DENTON | EDMONDS LANE AT FOX AVENUE | 5 | 5 | 0 | |
| | . | 0 | C,E | 14,000 | |
| 0918-46-061 | CONSTRUCT RIGHT LANES | 0.001 | 1106 | $ 70,000 | |
| DALLAS | CS | 1819 | CMAQ | $ 128,000 | 95 / 05 |
| DENTON | VARIOUS LOCATIONS IN LEWISVILLE | 0 | 5 | 0 | |
| | . | 0 | C,E | 32,000 | |
| 0918-46-913 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 160,000 | |
| DALLAS | CS | 2446 | CMAQ | $ 108,000 | 96 / 07 |
| DENTON | VARIOUS LOCATIONS IN DENTON COUNTY | 0 | 5 | 0 | |
| | (CITY OF DALLAS) | 0 | E | 27,000 | DALLAS |
| 0918-46-929 | 3 INTERCHANGE IMPROVEMENTS | 0.001 | 1106 | $ 135,000 | |
| DALLAS | CS | 0883 | CMAQ | $ 12,000 | 95 / 08 |
| DALLAS | ON GREENVILLE AT SOUTHWESTERN | 4 | 5 | 0 | |
| | . | 0 | E | 3,000 | |
| 0918-47-914 | WESTBOUND THRU LANE, MEDIAN | 0.001 | 1106 | $ 15,000 | |
| DALLAS | CS | 0970 | CMAQ | $ 4,000 | 94 / 10 |
| DALLAS | ON MOCKINGBIRD LANE AT YOSEMITE LANE | 4 | 5 | 0 | |
| | . | 0 | E | 1,000 | DALLAS |
| 0918-47-916 | WESTBOUND LEFT TURN LANE | 0.001 | 1106 | $ 5,000 | |
| DALLAS | CS | 0968 | CMAQ | $ 4,000 | 94 / 10 |
| DALLAS | ON MOCKINGBIRD LANE AT NORTH ROCKAWAY | 4 | 5 | 0 | |
| | DRIVE | 0 | E | 1,000 | DALLAS |
| 0918-47-917 | EASTBOUND LEFT TURN POCKET | 0.001 | 1106 | $ 5,000 | |
| DA[illegible]LAS | CS | 0884 | CMAQ | $ 18,000 | 95 / 08 |
| [illegible]S | ON GREENVILLE AVENUE AT UNIVERSITY | 4 | 5 | 0 | |
| | BOULEVARD | 0 | E | 4,500 | |
| 0918-47-918 | EASTBOUND, WESTBOUND LEFT TURN LANES | 0.001 | 1106 | $ 22,500 | |
| DALLAS | CS | 0885 | CMAQ | $ 18,000 | 96 / 09 |
| DALLAS | ON GREENVILLE AVENUE AT WALNUT HILL LANE | 4 | 5 | 0 | |
| | . | 0 | E | 4,500 | DALLAS |
| 0918-47-919 | SOUTHBOUND DUAL LEFT TURN LANE, | 0.001 | 1106 | $ 22,500 | |
| DALLAS | CS | 0882 | CMAQ | $ 12,000 | 96 / 09 |
| DALLAS | ON GREENVILLE AVENUE AT ROYAL LANE | 4 | 5 | 0 | |
| | . | 0 | E | 3,000 | DALLAS |
| 0918-47-920 | RIGHT TURN LANE ON THE APPROACHES | 0.001 | 1106 | $ 15,000 | |
| DALLAS | CS | 0846 | CMAQ | $ 12,000 | 95 / 02 |
| DALLAS | ON DENTON DRIVE AT WALNUT HILL | 4 | 5 | 0 | |
| | . | 0 | E | 3,000 | DALLAS |
| 0918-47-921 | NORTH & SOUTHBOUND LEFT TURN LNS, | 0.001 | 1106 | $ 15,000 | |
| DALLAS | CS | 0844 | CMAQ | $ 12,000 | 95 / 01 |
| DALLAS | ON DALLAS NORTH TOLLWAY AT TRINITY MILLS | 4 | 5 | 0 | |
| | . | 0 | E | 3,000 | DALLAS |
| 0918-47-922 | EASTBOUND AND SOUTHBOUND RIGHT TURN | 0.001 | 1106 | $ 15,000 | |
| DALLAS | CS | 0951 | CMAQ | $ 13,000 | 96 / 09 |
| DALLAS | ON LIVE OAK STREET AT ROSS AVENUE | 4 | 5 | 0 | |
| | . | 0 | E | 3,250 | DALLAS |
| 0918-47-931 | IMPROVE RADII ON 2 CORNERS | 0.001 | 1106 | $ 16,250 | |
| DALLAS | CS | 0955 | CMAQ | $ 12,000 | 96 / 09 |
| DALLAS | ON MAPLE AVENUE AT WYCLIFF AVENUE | 5 | 5 | 0 | |
| | . | 0 | E | 3,000 | DALLAS |
| [illegible]18-47-932 | LEFT TURN LANES FOR MAPLE AVENUE | 0.001 | 1106 | $ 15,000 | |
| [illegible]S | CS | 0836 | CMAQ | $ 12,000 | 95 / 02 |
| DALLAS | ON COMPOSITE DRIVE AT WALNUT HILL LANE | 4 | 5 | 0 | |
| | . | 0 | E | 3,000 | DALLAS |
| 0918-47-933 | EASTBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 15,000 | |



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| DISTRICT COUNTY CSJ | NAME OR DESIGNATION LOCATION (FROM) LOCATION (TO) DESCRIPTION OF WORK | PROJ. ID F. CLASS LANES LENGTH | FED. PROG ST. CAT. PHASE MPO | FEDERAL STATE LOCAL TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | CS | 0819 | CMAQ | $ 12,000 | 95 / 08 |
| DALLAS | ON CEDAR SPRINGS ROAD AT INWOOD ROAD | 5 | 5 | 0 | |
| | . | 0 | E | 3,000 | |
| 0918-47-934 | NORTHBOUND AND SOUTHBOUND LEFT TURN | 0.001 | 1106 | $ 15,000 | |
| DALLAS | CS | 4066 | CMAQ | $ 4,000 | 99 / 01 |
| DALLAS | ON DENTON TAP ROAD AT WRANGLER IN THE | 5 | 5 | 0 | |
| | CITY OF COPPELL | 0 | E | 1,000 | COPPELL |
| 9918-45-917 | SOUTHBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 5,000 | |
| DALLAS | CS | 2228 | CMAQ | $ 2,680,000 | 95 / 04 |
| DALLAS | VARIOUS LOCATIONS IN DALLAS | 0 | 5 | 0 | |
| | . | 0 | C,E | 670,000 | |
| 9918-45-945 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 3,350,000 | |
| DALLAS | CS | 1213 | CMAQ | $ 318,400 | 96 / 09 |
| DALLAS | VARIOUS LOCATIONS IN DUNCANVILLE | 0 | 5 | 0 | |
| | . | 0 | C,E | 79,600 | DUNCANVILLE |
| 9918-45-960 | 5 INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 398,000 | |
| DALLAS | CS | 783 | CMAQ | $ 3,500,000 | 96 / 09 |
| DALLAS | VARIOUS LOCATIONS IN DALLAS | 0 | 5 | 0 | |
| | . | 0 | C | 875,000 | DALLAS |
| 9918-45-964 | 103 INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 4,375,000 | |
| DALLAS | CS | 788 | CMAQ | $ 866,000 | 96 / 09 |
| DALLAS | VARIOUS LOCATIONS IN DALLAS | 0 | 5 | 0 | |
| | . | 0 | C | 216,500 | DALLAS |
| 9918-45-969 | 15 INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,082,500 | |
| DALLAS | CS | 2087 | CMAQ | $ 592,000 | 99 / 06 |
| DALLAS | JUPITER ROAD AT BUCKINGHAM IN | 4 | 5 | 0 | |
| | . | 0 | C,E | 148,000 | RICHARDSON |
| 9918-45-971 | INTERSECTION WIDENING | 0.001 | 1106 | $ 740,000 | |
| DALLAS | CS | 4194 | CMAQ | $ 104,999 | 99 / 07 |
| DALLAS | ON BELT LINE AT JUPITER IN THE CITY OF | 5 | 5 | 0 | |
| | RICHARDSON | 0 | E,R | 89,444 | RICHARDSON |
| 9918-45-984 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 194,444 | |
| DALLAS | CS | 4196 | CMAQ | $ 179,000 | 98 / 08 |
| DALLAS | ON ARAPAHO AT JUPITER IN THE CITY OF | 5 | 5 | 0 | |
| | RICHARDSON | 0 | E,R | 152,481 | RICHARDSON |
| 9918-45-985 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 331,482 | |
| DALLAS | CS | 4114 | CMAQ | $ 220,800 | 96 / 01 |
| DALLAS | CITY OF FARMERS BRANCH | 0 | 5 | 0 | |
| | . | 0 | T | 99,200 | FARMERS BRANCH |
| 9918-45-993 | INCIDENT DETECTION AND RESPONSE | 0.001 | 1106 | $ 320,000 | |
| DALLAS | CS | 4106 | CMAQ | $ 47,200 | 99 / 07 |
| DALLAS | ON PLEASANT RUN ROAD AT COCKRELL HILL | 5 | 5 | 0 | |
| | ROAD IN THE CITY OF DESOTO | 0 | C,E | 32,800 | DE SOTO |
| 9918-45-998 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 80,000 | |
| DALLAS | FM 1171 | 1818 | CMAQ | $ 70,400 | 95 / 06 |
| DENTON | ON FM 1171 AT VALLEY PARKWAY | 4 | 5 | 17,600 | |
| | . | 0 | C | 22,000 | LEWISVILLE COV |
| 1311-01-902 | CONSTRUCT TURN LANE | 0.001 | 1106 | $ 110,000 | |
| DALLAS | FM 1171 | 1814 | CMAQ | $ 77,000 | 95 / 10 |
| DENTON | ON FM 1171 AT OLD ORCHARD | 4 | 5 | 22,000 | |
| | . | 0 | C | 451,000 | LEWISVILLE |
| 1311-01-903 | CONSTRUCT RIGHT TURN LANE | 0.001 | 1106 | $ 550,000 | |
| DALLAS | FM 1382 | 391 | CMAQ | $ 51,200 | 95 / 11 |
| DALLAS | INTRSECTION OF OLD CLARK IN THE CITY OF | 0 | 5 | 12,800 | |
| | CEDAR HILL | 0 | C | 16,000 | |
| 1047-02-032 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 80,000 | |



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| DISTRICT<br>COUNTY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | FM 1382 | 0393 | CMAQ | $ 16,000 | 96 / 09 |
| DALLAS | INTERSECTIONS OF BELT LINE ROAD AND | 3 | 5 | 4,000 | |
| | CLARK ROAD IN CEDAR HILL | 0 | C,E | 5,000 | CEDAR HILL |
| 1047-03-900 | LEFT TURN CHANNELIZATION | 0.001 | 1106 | $ 25,000 | |
| DALLAS | FM 423 | 0429 | CMAQ | $ 48,640 | 99 / 09 |
| DENTON | FM 423 AT NORTH COLONY BOULEVARD | 0 | 5 | 11,520 | |
| | . | 0 | C | 67,840 | THE COLONY |
| 1567-02-017 | EASTBOUND RIGHT AND LEFT TURN LANES | 0.001 | 1106 | $ 128,000 | |
| DALLAS | FM 426 | 1264 | CMAQ | $ 8,936 | 95 / 09 |
| DENTON | IN DENTON ON BELL ST | 4 | 5 | 2,234 | |
| | AT MCKINNEY ST | 0 | C | 0 | DENTON |
| 0081-11-018 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 11,171 | |
| DALLAS | FM 426 | 4086 | CMAQ | $ 32,680 | 96 / 06 |
| DENTON | AT MAYHILL IN THE CITY OF DENTON | 3 | 5 | 8,360 | |
| | . | 0 | C,E | 34,960 | DENTON |
| 0081-11-019 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 76,000 | |
| DALLAS | IH 35 | 4091 | CMAQ | $ 64,000 | 99 / 06 |
| DENTON | IH 35 AT US 380 | 1 | 5 | 16,000 | |
| | . | 0 | C,E | 20,000 | DENTON |
| 0195-02-901 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 100,000 | |
| DALLAS | IH 35E | 4087 | CMAQ | $ 64,800 | 96 / 04 |
| DENTON | AT MCCORMICK IN THE CITY OF DENTON | 1 | 5 | 0 | |
| | . | 0 | C,E | 55,200 | DENTON |
| 0195-03-052 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 120,000 | |
| DALLAS | IH 35E | 1248 | CMAQ | $ 320,000 | 96 / 03 |
| DALLAS | AT VALWOOD PKWY AND VALLEY VIEW LANE | 0 | 5 | 80,000 | |
| | . | 0 | C | 0 | |
| 0196-03-184 | 2 INTERSECTIONS IMPROVEMENTS | 0.001 | 1106 | $ 400,000 | |
| DALLAS | IH 35E | 2223 | CMAQ | $ 19,200 | 96 / 09 |
| DALLAS | ON TRINITY MILLS | 1 | 5 | 4,800 | |
| | AT IH 35E | 0 | E | 6,000 | CARROLLTON |
| 0196-03-909 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 30,000 | |
| DALLAS | IH 35E | 4338 | CMAQ | $ 80,000 | 96 / 07 |
| DALLAS | US 67 | 1 | 5 | 20,000 | |
| | INDUSTRIAL BLVD | 0 | C,E | 0 | |
| 0442-02-114 | INSTALLATION OF HIGHWAY ADVISORY RADIO | 0.001 | 1106 | $ 100,000 | |
| DALLAS | IH 35E | 4282 | CMAQ | $ 9,600 | 97 / 08 |
| DALLAS | INTERSECTION OF IH 35E WITH PLEASANT RUN | 0 | 5 | 2,400 | |
| | IN DESOTO | 0 | C | 0 | DE SOTO |
| 0442-02-905 | TRAFFIC SIGNAL CONTROLLER UPGRADE | 0.001 | 1106 | $ 12,000 | |
| DALLAS | IH 635 | 4338 | CMAQ | $ 160,000 | 96 / 07 |
| DALLAS | VARIOUS LOCATIONS ON IH 635 AND IH 35E | 1 | 5 | 40,000 | |
| | . | 0 | C,E | 0 | |
| 2374-01-100 | INSTALLATION OF HIGHWAY ADVISORY RADIO | 0.001 | 1106 | $ 200,000 | |
| DALLAS | IH 635 | 4294 | CMAQ | $ 960,000 | 96 / 05 |
| DALLAS | INTERCHANGE WITH US 75 | 1 | 5 | 240,000 | |
| | . | 0 | C | 0 | DALLAS |
| 2374-01-101 | INCIDENT DETECTION AND RESPONSE SYSTEM | 0.001 | 1106 | $ 1,200,000 | |
| DALLAS | IH 635 | 4113 | CMAQ | $ 20,075 | 96 / 05 |
| DALLAS | AT WEBB CHAPEL ROAD AND MEDICAL | 0 | 5 | 4,924 | |
| | IN THE CITY OF FARMERS BRANCH | 8 | E | 12,878 | FARMERS BRANCH |
| 2374-01-906 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 37,879 | |
| DALLAS | IH 635 | 848 | CMAQ | $ 9,600 | 96 / 06 |
| DALLAS | ON DENTON DRIVE | 5 | 5 | 2,400 | |
| | AT IH 635 | 0 | E | 3,000 | DALLAS |
| 2374-01-908 | NORTHBOUND AND SOUTHBOUND LEFT TURN | 0.001 | 1106 | $ 15,000 | |



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| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | IH 635 | 0925 | CMAQ | $ 2,392 | 96 / 03 |
| DALLAS | ON JOSEY LANE | 4 | 5 | 607 | |
| | AT IH 635 | 0 | E | 797 | DALLAS |
| 2374-01-911 | NORTH & SOUTHBOUND THRU LANES, | 0.001 | 1106 | $ 3,798 | |
| DALLAS | IH 635 | 4151 | CMAQ | $ 14,351 | 96 / 08 |
| DALLAS | SOUTHBOUND ENTRANCE RAMP AT | 1 | 5 | 3,648 | |
| | ROAD IN THE CITY OF GARLAND | 0 | C,E | 6,324 | GARLAND |
| 2374-02-904 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 24,324 | |
| DALLAS | MH | 4104 | CMAQ | $ 47,200 | 98 / 06 |
| DALLAS | HAMPTON ROAD AT CENTRE PARK BOULEVARD | 3 | 5 | 0 | |
| | IN THE CITY OF DESOTO | 0 | C,E | 32,800 | DE SOTO |
| 8043-18-900 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 80,000 | |
| DALLAS | MH | 0830 | CMAQ | $ 12,000 | 95 / 01 |
| DALLAS | ON COIT ROAD AT FRANKFORD ROAD | 3 | 5 | 0 | |
| | . | 0 | E | 3,000 | DALLAS |
| 8047-18-900 | IMPROVE ALL APPROACHES | 0.001 | 1106 | $ 15,000 | |
| DALLAS | MH | 0832 | CMAQ | $ 6,000 | 95 / 01 |
| DALLAS | ON COIT ROAD AT SPRING VALLEY ROAD | 3 | 5 | 0 | |
| | . | 0 | E | 1,500 | DALLAS |
| 8047-18-901 | SOUTHBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 7,500 | |
| DALLAS | MH | 3076 | CMAQ | $ 336,900 | 97 / 08 |
| DALLAS | IN ADDISION ON BELT LINE ROAD AT QUORUM | 3 | 5 | 78,610 | |
| | DRIVE, ADDISON ROAD AND MIDWAY ROAD | 0 | C | 707,490 | ADDISON |
| 8050-18-034 | WIDEN INTERSECTION TO PROVIDE FOR TURN | 0.001 | 1106 | $ 1,123,000 | |
| DALLAS | MH | 0800 | CMAQ | $ 12,000 | 96 / 09 |
| DALLAS | ON BELT LINE AT HILLCREST | 3 | 5 | 0 | |
| | . | 0 | E | 3,000 | DALLAS |
| 8050-18-901 | TURN LANES | 0.001 | 1106 | $ 15,000 | |
| DALLAS | MH | 4063 | CMAQ | $ 7,000 | 98 / 01 |
| DALLAS | ON BELT LINE ROAD AT DENTON TAP ROAD IN | 3 | 5 | 0 | |
| | THE CITY OF COPPELL | 0 | E | 1,750 | COPPELL |
| 8050-18-907 | SOUTHBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 8,750 | |
| DALLAS | MH | 0813 | CMAQ | $ 6,000 | 96 / 09 |
| DALLAS | ON CAMPBELL ROAD AT HILLCREST ROAD | 4 | 5 | 0 | |
| | . | 0 | E | 1,500 | DALLAS |
| 8073-18-900 | NORTHBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 7,500 | |
| DALLAS | MH | 0917 | CMAQ | $ 16,000 | 95 / 08 |
| DALLAS | ON INWOOD ROAD AT MAPLE AVENUE | 0 | 5 | 0 | |
| | . | 6 | E | 4,000 | DALLAS COV |
| 8074-18-900 | LEFT TURN LANES FOR MAPLE AVENUE | 0.001 | 1106 | $ 20,000 | |
| DALLAS | MH | 2262 | CMAQ | $ 13,000 | 96 / 08 |
| DALLAS | ON ROYAL LANE AT DALLAS NORTH TOLLWAY | 4 | 5 | 0 | |
| | . | 0 | E | 3,250 | DALLAS |
| 8079-18-902 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 16,250 | |
| DALLAS | MH | 0533 | CMAQ | $ 48,000 | 96 / 04 |
| DALLAS | ON LEMMON AVENUE AT BLUFFVIEW | 4 | 5 | 12,000 | |
| | . | 0 | E | 15,000 | DALLAS |
| 9918-45-911 | CORRIDOR IMPROVEMENTS | 0.001 | 1106 | $ 75,000 | |
| DALLAS | MH | 975 | CMAQ | $ 18,000 | 96 / 09 |
| DALLAS | IN DALLAS ON NOEL ROAD AT SPRING VALLEY | 4 | 5 | 0 | |
| | . | 0 | E | 4,500 | DALLAS |
| 9918-45-914 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 22,500 | |
| DALLAS | SH 121 | 1820 | CMAQ | $ 64,000 | 96 / 07 |
| DENTON | AT VALLEY VIEW IN LEWISVILLE | 0 | 5 | 16,000 | |
| | . | 0 | C | 20,000 | |
| 0364-03-082 | TRAFFIC SIGNAL | 0.001 | 1106 | $ 100,000 | |



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|---|---|---|---|---|---|
| DALLAS | SH 121 | 1820 | CMAQ | $ 64,000 | 96 / 05 |
| DENTON | INTERSECTION AT VALLEY VIEW | 2 | 5 | 16,000 | |
| | IN THE CITY OF LEWISVILLE | 0 | C | 20,000 | |
| 0364-03-901 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 100,000 | |
| DALLAS | SH 289 | 0869 | CMAQ | $ 76,800 | 97 / 05 |
| DALLAS | ON FRANKFORD ROAD AT PRESTON ROAD | 3 | 5 | 19,200 | |
| | . | 0 | E | 24,000 | PLANO |
| 0091-06-901 | PRESTON ROAD INTERSECTION | 0.001 | 1106 | $ 120,000 | |
| DALLAS | SP 244 | 537 | CMAQ | $ 500,000 | 96 / 08 |
| DALLAS | NORTHWEST HIGHWAY AT PLANO ROAD | 3 | 5 | 125,000 | |
| | . | 4 | C | 0 | DALLAS |
| 0353-05-089 | ADD TURN LANES AND TRAFFIC SIGNAL | 0.001 | 1106 | $ 625,000 | |
| DALLAS | SP 303 | 1558 | CMAQ | $ 163,462 | 96 / 10 |
| DALLAS | 14TH STREET | 3 | 5 | 0 | |
| | WEST FREEWAY IN GRAND PRAIRIE | 0 | C,E | 199,787 | GRAND PRAIRIE |
| 2208-02-900 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 363,250 | |
| DALLAS | US 377 | 4085 | CMAQ | $ 23,650 | 96 / 04 |
| DENTON | AT IH 35E | 2 | 5 | 6,050 | |
| | . | 0 | C,E | 25,300 | DENTON |
| 0081-04-901 | INSTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 55,000 | |
| DALLAS | US 380 | 1048 | CMAQ | $ 21,385 | 95 / 12 |
| DENTON | US 380 AT CARROLL | 3 | 5 | 5,346 | |
| | . | 0 | C | 6,682 | DENTON |
| 0135-10-038 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 33,414 | |
| DALLAS | US 380 | 1045 | CMAQ | $ 20,800 | 95 / 06 |
| DENTON | US 77 | 3 | 5 | 5,200 | |
| | LOOP 288 IN DENTON | 0 | C | 0 | DENTON |
| 0135-10-042 | SIGNAL TIMING | 0.001 | 1106 | $ 26,000 | |
| DALLAS | US 75 | 4184 | CMAQ | $ 200,000 | 95 / 08 |
| COLLIN | AT PLANO PARKWAY | 2 | 5 | 50,000 | |
| | . | 0 | C,E | 250,000 | PLANO |
| 0047-06-103 | TEXAS U-TURN (CONSTRUCTION) | 0.001 | 1106 | $ 500,000 | |
| DALLAS | US 75 | 4338 | CMAQ | $ 240,000 | 96 / 02 |
| DALLAS | SOUTH OF IH 635 | 2 | 5 | 60,000 | |
| | . | 0 | C,E | 0 | |
| 0047-07-175 | INTER-DISTRICT COMMUNICATION/MOTORIST | 0.001 | 1106 | $ 300,000 | |
| DALLAS | US 77 | 1051 | CMAQ | $ 6,077 | 95 / 09 |
| DENTON | US 77 AT WILLOW SPRINGS | 4 | 5 | 1,519 | |
| | . | 0 | C | 1,899 | DENTON |
| 0196-01-073 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 9,495 | |
| DALLAS | US 80 | 1907 | CMAQ | $ 27,750 | 96 / 04 |
| DALLAS | INT OF BELT LINE IN MESQUITE | 3 | 5 | 7,500 | |
| | . | 0 | C | 39,750 | MESQUITE |
| 0095-02-080 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 75,000 | |
| DALLAS | VA | 2104 | CMAQ | $ 480,000 | 96 / 03 |
| DALLAS | VARIOUS LOCATIONS IN THE CITY OF | 0 | 5 | 0 | |
| | RICHARDSON | 0 | C,E | 120,000 | RICHARDSON |
| 0918-45-188 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 600,000 | |
| DALLAS | VA | 1560 | CMAQ | $ 169,999 | 97 / 08 |
| DALLAS | VARIOUS INTERSECTIONS IN GRAND PRAIRIE | 0 | 5 | 0 | |
| | . | 0 | C,E | 72,857 | GRAND PRAIRIE |
| 0918-45-204 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 242,857 | |
| VARIOUS | VA | 775B | CMAQ | $ 6,179,000 | 95 / 08 |
| DALLAS | VARIOUS LOCATIONS-CITYWIDE | 0 | 5 | 918,500 | |
| | . | 0 | C,E | 1,252,500 | ACTUAL COSTS |
| 0918-45-274 | INSTALL CONTROLLER CABINETS, CABLE | 0.001 | 1106 | $ 8,350,000 | FEDERAL-6,200,000, |



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|---|---|---|---|---|---|
| DALLAS | VA | 4338 | CMAQ | $ 56,000 | 96 / 02 |
| DALLAS | VARIOUS | 0 | 5 | 14,000 | |
| | . | 0 | C,E | 0 | |
| 0918-45-280 | PORTABLE CHANGEABLE MESSAGE SIGNS | 0.001 | 1106 | $ 70,000 | |
| DALLAS | VA | 4338 | CMAQ | $ 96,000 | 96 / 02 |
| DALLAS | VARIOUS | 5 | 5 | 24,000 | |
| | . | 0 | C,E | 0 | |
| 0918-45-281 | ELECTRONIC TOTAL STATIONS FOR ACCIDENT | 0.001 | 1106 | $ 120,000 | |
| DALLAS | VA | 4338 | CMAQ | $ 400,000 | 96 / 04 |
| DALLAS | VARIOUS | 5 | 5 | 100,000 | |
| | . | 0 | C,E | 0 | |
| 0918-45-282 | ADDITIONAL TRUCKS AND STAFF | 0.001 | 1106 | $ 500,000 | |
| DALLAS | VA | 4203 | CMAQ | $ 20,000 | 95 / 01 |
| DALLAS | BIKE STORAGE | 0 | 5 | 0 | |
| | . | 0 | C,E | 20,000 | RICHARDSON |
| 0918-45-916 | BIKEWAY FOR TEXAS INSTRUMENTS | 0.001 | 1106 | $ 40,000 | |
| DALLAS | VA | 4071 | CMAQ | $ 10,800 | 95 / 04 |
| DALLAS | CBD BIKE PARKING | 0 | 5 | 0 | |
| | . | 0 | C,E | 7,200 | DALLAS |
| 0918-45-917 | BIKEWAY | 0.001 | 1106 | $ 18,000 | |
| DALLAS | VA | 3100 | CMAQ | $ 236,000 | 96 / 04 |
| DALLAS | VARIOUS INTERSECTIONS IN THE CITY OF | 0 | 5 | 0 | |
| | GARLAND | 0 | C,E | 59,000 | GARLAND |
| 0918-45-939 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 295,000 | |
| DALLAS | VA | 1562 | CMAQ | $ 426,750 | 95 / 08 |
| DALLAS | VARIOUS INTERSECTIONS IN THE CITY OF | 0 | 5 | 0 | |
| | GRAND PRAIRIE | 0 | C,E | 142,250 | GRAND PRAIRIE |
| 0918-45-941 | TRAFFIC SIGNAL UPGRADE (6) | 0.001 | 1106 | $ 569,000 | |
| DALLAS | VA | 4020 | CMAQ | $ 2,000 | 95 / 11 |
| DALLAS | CARPOOL INCENTIVE PROGRAM | 0 | 5 | 0 | |
| | CARPOOL INCENTIVE PROGRAM | 0 | T | 0 | DALLAS |
| 0918-45-957 | TRAVEL DEMAND MANAGEMENT BAXTER | 0.001 | 1106 | $ 2,000 | |
| DALLAS | VA | 2605B | CMAQ | $ 3,084,000 | 96 / 01 |
| DALLAS | VARIOUS | 0 | 5 | 0 | |
| | . | 0 | T | 771,000 | |
| 0918-45-991 | PUBLIC FLEET ALTERNATIVE FUELS PROGRAM | 0.001 | 1106 | $ 3,855,000 | |
| DALLAS | VA | 1081 | CMAQ | $ 60,000 | 97 / 03 |
| DENTON | VARIOUS INTERSECTIONS | 0 | 5 | 0 | |
| | . | 0 | C,E | 15,000 | DENTON COUNTY |
| 0918-46-058 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 75,000 | |
| DALLAS | VA | 4097 | CMAQ | $ 5,151 | 95 / 11 |
| DENTON | OZONE ALERT 25 CENT FARE PROGRAM | 0 | 5 | 0 | |
| | . | 0 | T | 4,388 | DENTON |
| 0918-46-910 | REDUCED FARE ON WEEKDAYS | 0.001 | 1106 | $ 9,540 | |
| DALLAS | VA | 1044 | CMAQ | $ 73,000 | 96 / 09 |
| DENTON | VARIOUS LOCATIONS IN THE CITY OF DENTON | 0 | 5 | 0 | |
| | . | 0 | C | 18,250 | DENTON |
| 0918-46-927 | CORRIDOR IMPROVEMENTS | 0.001 | 1106 | $ 91,250 | |
| DALLAS | VA | 4336 | CMAQ | $ 100,000 | 95 / 11 |
| DALLAS | DART: TECHNICAL RESPONSE | 0 | 5 | 0 | |
| | MOBILITY INITIATIVES | 0 | C,E | 0 | VARIOUS COUNTIES |
| 0918-47-951 | REGIONAL TRAVEL MANAGEMENT DEMAND | 0.001 | 1106 | $ 100,000 | |
| DALLAS | VA | 775E | CMAQ | $ 960,000 | 95 / 08 |
| DALLAS | FAIR PARK SUBAREA | 0 | 5 | 0 | |
| | . | 0 | C,E | 240,000 | DALLAS |
| 0918-48-904 | CHANGEABLE MESSAGE SIGNS | 0.001 | 1106 | $ 1,200,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 September 14, 1995

| DISTRICT<br>COUNTY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | VA | 1559 | CMAQ | $ 345,000 | 96 / 10 |
| DALLAS | VARIOUS INTERSECTIONS IN THE CITY OF | 0 | 5 | 0 | |
| | GRAND PRAIRIE | 0 | C,E | 239,745 | |
| 9918-45-942 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 584,746 | |
| DALLAS | VA | 9999 | CMAQ | $ 250,000 | 95 / 11 |
| DALLAS | NORTH TEXAS CLEAN AIR COALITION | 0 | 5 | 0 | |
| | . | 0 | C,E | 0 | VARIOUS |
| 9918-45-957 | TOM MARKETING PROGRAM | 0.001 | 1106 | $ 250,000 | COUNTIES_INCREASED |
| DALLAS | VA | 2605A | CMAQ | $ 7,972,999 | 96 / 01 |
| DALLAS | VARIOUS | 0 | 5 | 0 | |
| | . | 0 | T | 1,633,024 | DALLAS COUNTY |
| 9918-45-973 | TRANSIT VEHICLES AND PUBLIC FLEET FOR | 0.001 | 1106 | $ 9,606,024 | |
| DALLAS | VA | 1528 | CMAQ | $ 18,000 | 95 / 01 |
| DALLAS | IN GRAND PRAIRIE ON BELT LINE RD FROM | 0 | 5 | 0 | |
| | SH 180 TO HUNTER-FERRELL | 0 | E | 18,000 | GRAND PRAIRIE |
| 9918-45-980 | SIGNAL INTERCONNECT | 0.001 | 1106 | $ 36,000 | |
| DALLAS | VA | 4160 | CMAQ | $ 225,000 | 96 / 02 |
| DALLAS | CITYWIDE | 3 | 5 | 0 | |
| | CITYWIDE | 0 | C,E | 75,000 | DALLAS |
| 9918-45-990 | INCIDENT DETECTION PROGRAM | 0.001 | 1106 | $ 300,000 | |
| DALLAS | VA | 4333 | CMAQ | $ 301,999 | 95 / 11 |
| DALLAS | TRAVEL DEMAND MANAGEMENT PROGRAM | 0 | 5 | 0 | |
| | . | 0 | T | 61,855 | DALLAS |
| 9918-45-992 | CREATE A CENTRAL DALLAS TRANSPORTATION | 0.001 | 1106 | $ 363,855 | |
| DALLAS | VA | 4161 | CMAQ | $ 600,000 | 95 / 12 |
| DALLAS | LONE STAR PARK TRAFFIC MANAGEMENT | 0 | 5 | 0 | |
| | PROGRAM IN THE CITY OF GRAND PRAIRIE | 0 | C,E | 150,000 | GRAND PRAIRIE |
| 9918-45-997 | TRAFFIC MANAGEMENT FOR SPECIAL EVENTS | 0.001 | 1106 | $ 750,000 | |
| DALLAS | IH 30 | | BRDG-O | $ 520,000 | 96 / 02 |
| DALLAS | EAST OF IH 45 | 1 | 6A | 130,000 | |
| | HASKELL AVENUE (FAIR PARK BRIDGE) | 4 | C | 0 | |
| 0009-11-158 | CLEAN AND PAINT EXISTING STEEL | 0.832 | 1106 | $ 650,000 | |
| DALLAS | US 287 | | BRDG-O | $ 680,000 | 96 / 03 |
| ELLIS | AT MOUNTAIN CREEK | 5 | 6A | 170,000 | |
| | . | 2 | C | 0 | |
| 0172-04-035 | REPLACE BRIDGE AND APPROACHES | 0.150 | 1106 | $ 850,000 | |
| DALLAS | US 287 | | BRDG-O | $ 340,000 | 96 / 03 |
| ELLIS | AT SOAP CREEK | 5 | 6A | 85,000 | |
| | . | 2 | C | 0 | |
| 0172-04-036 | REPLACE BRIDGE AND APPROACHES | 0.100 | 1106 | $ 425,000 | |
| DALLAS | CR | | BRDG-OF | $ 148,548 | 96 / 03 |
| COLLIN | ON MCMILLAN DR AT MAXWELL CREEK | 7 | 6B | 0 | |
| | . | 0 | C,E | 37,137 | MC KINNEY |
| 0918-24-016 | REPLACE BRIDGE & APPROACHES | 0.100 | 1106 | $ 185,686 | |
| DALLAS | CS | | BRDG-OF | $ 187,200 | 96 / 02 |
| DALLAS | ON LAWSON RD AT N MESQUITE CR, 0.3 MI | 5 | 6B | 0 | |
| | NE OF CARTWRIGHT RD | 0 | C,E | 46,800 | MESQUITE__MOVED |
| 0918-45-093 | REPLACE BRIDGE AND APPROACHES | 0.001 | 1106 | $ 234,000 | FROM 96 |
| DALLAS | CS | | BRDG-OF | $ 208,000 | 96 / 03 |
| DALLAS | IN DESOTO ON CHATTEYROAD AT HEATH | 7 | 6B | 0 | |
| | . | 2 | C,E | 52,000 | DE SOTO |
| 0918-45-126 | REPLACE BRIDGE AND APPROACHES | 0.074 | 1106 | $ 260,000 | |
| [illegible]S | CR | | BRDG-OF | $ 10,203 | 95 / 10 |
| DALLAS | LAWSON ROAD | 0 | 6B | 2,550 | |
| | AT DE BUSK PARK IN MESQUITE | 0 | C | 0 | |
| 0918-45-273 | ENVIRONMENTAL MITIGATION FOR OFF-SYSTEM | 0.001 | 1106 | $ 12,754 | |



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DALLAS
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| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | CS | | BRDG-OF | $ 144,000 | 97 / 03 |
| DENTON | IN NORTHLAKE ON SAM LEE LANE AT DENTON | 7 | 6B | 0 | |
| | CREEK | 1 | C,E | 36,000 | |
| 0918-46-026 | REPLACE BRIDGE AND APPROACHES | 0.023 | 1106 | $ 180,000 | |
| DALLAS | CR | | BRDG-OF | $ 183,285 | 96 / 05 |
| COLLIN | ON CR 318 AT SISTER GROVE CREEK | 6 | 6B | 0 | |
| | . | 1 | C | 45,821 | MC KINNEY |
| 0918-24-013 | REPLACE BRIDGE | 0.074 | 1106 | $ 229,107 | |
| DALLAS | SH 66 | | STRAT | $ 13,163,581 | 95 / 09 |
| DALLAS | COUNTRY CLUB RD | 3 | 12 | 16,088,821 | |
| | ROCKWALL CO LINE (DALROCK RD) | 2 | C | 0 | GARLAND |
| 0009-03-025 | WIDEN TO 6 LANE DIVIDED URBAN SECTION | 5.133 | 1106 | $ 29,252,402 | |
| DALLAS | US 75 | | STRAT | $ 9,360,000 | 96 / 06 |
| COLLIN | 0.1 MI N OF BETHANY RD | 2 | 12 | 2,340,000 | |
| | S OF SH 121 | 4 | C | 0 | |
| 0047-06-097 | ADD TWO ADDITIONAL LANES | 4.900 | 1106 | $ 11,700,000 | |
| DALLAS | US 75 | | STRAT | $ 12,735,000 | 96 / 06 |
| COLLIN | 0.1 MI N OF BETHANY RD | 2 | 12 | 15,565,000 | |
| | S OF SH 121 | 0 | C | 0 | |
| 0047-06-089 | REHABILITATE ROADWAY AND ADD TWO | 4.900 | 1106 | $ 28,300,000 | |



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| DISTRICT<br>COUNTY<br>CITY | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | IH 35E | | IH-M | $ 2,790,000 | 95 / 11 |
| DALLAS | OAKLAWN AVENUE | 1 | 2 | 310,000 | |
| | MOCKINGBIRD LANE | 10 | C | 0 | DALLAS |
| 0196-03-169 | REPAIR OF CONCRETE PAVEMENT, INLETS AND | 3.409 | 1106 | $ 3,100,000 | |
| DALLAS | FM 1382 | | NHS-M | $ 8,080,000 | 96 / 12 |
| DALLAS | LP 303, S | 3 | 3A | 2,020,000 | |
| | IH 20 | 2 | C | 0 | GRAND PRAIRIE |
| 1047-03-038 | WIDEN TO 6 LANE DIVIDED URBAN SECTION | 2.800 | 1106 | $ 10,100,000 | |
| DALLAS | IH 30 | | NHS-M | $ 23,200,000 | 96 / 12 |
| DALLAS | IH 635 | 1 | 3A | 5,800,000 | |
| | 0.34 MI W OF BELTLINE RD | 4 | C | 0 | DALLAS |
| 0009-11-138 | RECONSTRUCT AND WIDEN AS 8 LANE | 2.406 | 1106 | $ 29,000,000 | |
| DALLAS | US 380 | | NHS-TTS | $ 5,883,969 | 97 / 03 |
| COLLIN | 0.2 MILE EAST OF SP RR | 3 | 3B | 1,470,992 | |
| | WEST OF FM 1827 | 2 | C | 0 | MC KINNEY |
| 0135-03-037 | CONSTRUCT 4 LANE RURAL AND 6 LANE | 1.700 | 1106 | $ 7,354,962 | |
| DALLAS | US 380 | | NHS-TTS | $ 9,304,000 | 97 / 03 |
| COLLIN | W OF FM 1827 | 3 | 3B | 2,326,000 | |
| | PRINCETON | 2 | C | 0 | |
| 0135-03-029 | CONSTRUCT 4 LANES WITH CONTINUOUS LEFT | 5.510 | 1106 | $ 11,630,000 | |
| DALLAS | US 380 | | NHS-TTS | $ 5,632,000 | 97 / 07 |
| COLLIN | PRINCETON | 3 | 3B | 1,408,000 | |
| | W SIDE OF LAKE LAVON | 2 | C | 0 | |
| 0135-04-018 | WIDEN TO 4 LANE DIVIDED RURAL | 3.200 | 1106 | $ 7,040,000 | |
| DALLAS | LP 12 | | NHS-R | $ 2,491,200 | 96 / 08 |
| AS | FROM WEST OF SH 310 | 3 | 3C | 622,800 | |
| | EAST OF THE SP RAILROAD | 4 | C | 0 | |
| 0581-01-090 | INTERCHANGE MODIFICATIONS | 0.586 | 1106 | $ 3,114,000 | |
| DALLAS | SH 190 | | NHS-MIS | $ 5,600,000 | 95 / 12 |
| DALLAS | AT BN RR, WEST OF KELLY RD | 2 | 3E | 1,400,000 | |
| | . | 0 | C | 0 | |
| 2964-03-004 | DRAINAGE SYSTEM | 0.001 | 1106 | $ 7,000,000 | |
| DALLAS | IH 20 | | NHS-MIS | $ 440,000 | 98 / 12 |
| DALLAS | AT J.J. LEMMON | 1 | 3E | 110,000 | |
| | . | 0 | C | 0 | |
| 2374-03-043 | CONSTRUCT EXIT AND ENTRANCE RAMP | 0.500 | 1106 | $ 550,000 | |
| DALLAS | SH 78 | | STP-SA | $ 230,760 | 96 / 08 |
| DALLAS | IH 635 | 3 | 4A | 25,640 | |
| | FOREST LANE IN GARLAND | 4 | C | 0 | GARLAND |
| 0009-02-046 | RELOCATE LUMINAIRE SUPPORTS FROM | 3.319 | 1106 | $ 256,400 | |
| DALLAS | FM 455 | | STP-SA | $ 52,650 | 96 / 05 |
| DENTON | AT CURVE 0.4 MILES EAST OF | 5 | 4A | 5,850 | |
| | WISE COUNTY LINE | 2 | C | 0 | |
| 0816-02-055 | CONSTRUCT PAVED SHOULDERS | 0.200 | 1106 | $ 58,500 | |
| DALLAS | FM 407 | | STP-SA | $ 31,950 | 96 / 05 |
| DENTON | AT 2.7 MILES WEST OF IH35W | 5 | 4A | 3,550 | |
| | . | 2 | C | 0 | |
| 1310-01-032 | CONSTRUCT PAVED SHOULDERS | 0.100 | 1106 | $ 35,500 | |
| DALLAS | VA | | STP-TE | $ 1,228,799 | 95 / 12 |
| ELLIS | NE BORDER-US 287, BORDER-2 COLLEGE ST | 2 | 4B | 0 | |
| | NW BORDER-S ROGERS ST.-SW BORDER | 0 | C | 326,643 | FEDERAL COST IS |
| 0918-22-049 | ELLIS COUNTY COURTHOUSE RENOVATION_IN | 0.001 | 1106 | $ 1,555,443 | 1,225,443 AND LOCAL |
| .S | CS | 0369 | STP-MM | $ 1,108,960 | 96 / 09 |
| COLLIN | ON KELLER SPRINGS, NORTH INTERSECTION | 4 | 4C | 0 | |
| | MARSH LANE SOUTH TO MIDWAY ROAD | 0 | C | 2,715,040 | PLANO |
| 0918-24-913 | CONSTRUCT 4 LANE FACILITY | 0.400 | 1106 | $ 3,824,000 | |



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DALLAS
DALLAS-FORT WORTH MPO

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| DISTRICT / COUNTY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | CS | 0665 | STP-MM | $ 188,000 | 94 / 11 |
| DALLAS | ON PARK LANE, BOEDECKER DRIVE | 5 | 4C | 0 | |
| | GREENVILLE AVENUE | 4 | E | 47,000 | DALLAS |
| 0918-45-998 | PRELIMINARY ENGINEERING | 0.700 | 1106 | $ 235,000 | |
| DALLAS | CS | 0673 | STP-MM | $ 146,000 | 96 / 02 |
| DALLAS | ON SAM HOUSTON ROAD, FORNEY ROAD | 5 | 4C | 0 | |
| | MESQUITE CITY LIMITS | 2 | E | 36,500 | MESQUITE |
| 0918-47-900 | PRELIMINARY ENGINEERING | 2.390 | 1106 | $ 182,500 | |
| DALLAS | CS | 0674 | STP-MM | $ 307,000 | 96 / 01 |
| DALLAS | ON SAMUELL BOULEVARD, IH 30 | 5 | 4C | 0 | |
| | MESQUITE CITY LIMITS | 2 | E | 76,750 | DALLAS |
| 0918-47-902 | PRELIMINARY ENGINEERING | 2.600 | 1106 | $ 383,750 | |
| DALLAS | CS | 1470 | STP-MM | $ 1,636,999 | 97 / 01 |
| DALLAS | ON GARLAND AVENUE, SH 190 | 4 | 4C | 0 | |
| | BLACKBURN | 2 | C | 1,451,679 | GARLAND |
| 0918-47-910 | WIDEN 2 LANE FACILITY TO 6 LANE FACILITY | 1.000 | 1106 | $ 3,088,679 | |
| DALLAS | CS | 0668 | STP-MM | $ 4,993,100 | 95 / 10 |
| DALLAS | ON REGAL ROW, CRI & P RAILROAD | 5 | 4C | 0 | |
| | IH 35E | 4 | C,R | 2,139,900 | DALLAS |
| 0918-47-925 | WIDEN 4 LANE FACILITY TO 6 LANE FACILITY | 1.040 | 1106 | $ 7,133,000 | |
| DALLAS | CS | 0367 | STP-MM | $ 2,868,800 | 96 / 09 |
| DALLAS | ON TRINITY MILLS, KELLY BOULEVARD, | 5 | 4C | 0 | |
| | MIDWAY ROAD | 4 | C,R | 717,200 | CARROLLTON |
| 9918-45-919 | WIDEN 4-LANE FACILITY TO 6-LANE FACILITY | 1.600 | 1106 | $ 3,586,000 | |
| DALLAS | FM 2170 | 25 | STP-MM | $ 104,000 | 97 / 06 |
| COLLIN | INTERSECTION OF JUPITER AND ALLEN | 0 | 4C | 26,000 | |
| | HEIGHTS IN THE CITY OF ALLEN | 0 | C | 0 | |
| 2056-01-903 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 130,000 | |
| DALLAS | FM 2281 | 3013 | STP-MM | $ 159,600 | 97 / 08 |
| DENTON | FM 544 NEAR LEWISVILLE | 4 | 4C | 39,900 | |
| | 500' NORTH OF ROSEMEADE | 0 | C | 10,500 | LEWISVILLE |
| 2160-01-014 | TRAFFIC SIGNALS | 2.500 | 1106 | $ 210,000 | |
| DALLAS | FM 740 | 2984 | STP-MM | $ 225,080 | 1 / 03 |
| ROCKWALL | 1.4 MI S OF IH 30 | 4 | 4C | 56,270 | |
| | 0.3 MI SOUTH | 0 | C | 49,650 | ROCKWALL |
| 1014-03-024 | WIDEN AND RECONSTRUCT FARM TO MARKET | 0.300 | 1106 | $ 331,000 | |
| DALLAS | MH | 1722 | STP-MM | $ 1,666,000 | 99 / 09 |
| DALLAS | ON MH 1204 (O'CONNOR BLVD) FR SH 161 | 4 | 4C | 0 | |
| | SPUR 348 | 2 | C | 1,734,000 | IRVING |
| 0918-45-178 | WIDEN 3-LANE FACILITY TO 6-LANE FACILITY | 2.700 | 1106 | $ 3,400,000 | |
| DALLAS | MH | 2003 | STP-MM | $ 3,128,000 | 98 / 06 |
| COLLIN | IN PLANO ON COIT RD FR PARKER RD | 3 | 4C | 782,000 | |
| | STONE HAVEN DRIVE | 4 | C | 0 | |
| 8010-18-002 | WIDEN 4-LANE FACILITY TO 6-LANE FACILITY | 3.474 | 1106 | $ 3,910,000 | |
| DALLAS | MH | 1997 | STP-MM | $ 5,443,680 | 96 / 07 |
| COLLIN | IN PLANO ON SPRING CREEK PARKWAY FROM | 3 | 4C | 0 | |
| | US 75 TO SH 289 | 4 | C | 2,804,320 | PLANO |
| 8024-18-002 | WIDEN AN EXISTING FOUR LANE DIVIDED ROAD | 5.500 | 1106 | $ 8,248,000 | |
| DALLAS | MH | 1715 | STP-MM | $ 120,000 | 95 / 11 |
| DALLAS | IN IRVING ON MACARTHUR FROM NORTHGATE | 3 | 4C | 0 | |
| | SH 183 | 4 | E | 30,000 | IRVING |
| 8052-18-900 | PRELIMINARY ENGINEERING | 1.500 | 1106 | $ 150,000 | |
| DALLAS | MH | 0677 | STP-MM | $ 155,000 | 96 / 01 |
| DALLAS | ON SKILLMAN STREET, UNION PACIFIC | 3 | 4C | 0 | |
| | ABRAMS ROAD | 4 | E | 38,750 | DALLAS |
| 8090-18-900 | PRELIMINARY ENGINEERING | 2.180 | 1106 | $ 193,750 | |



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| DISTRICT<br>COUNTY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | SH 5 | 0032 | STP-MM | $ 5,241,600 | 96 / 10 |
| COLLIN | CHAPARRAL RD, N | 4 | 4C | 1,310,400 | |
| | FM 2170 | 2 | C | 0 | PLANO |
| 0047-09-019 | WIDEN TO 6 LANE DIVIDED URBAN SECTION | 2.200 | 1106 | $ 6,552,000 | |
| DALLAS | SH 78 | 4999 | STP-MM | $ 4,240,000 | 97 / 02 |
| COLLIN | DALLAS C/L | 3 | 4C | 1,060,000 | |
| | NORTH CITY LIMITS OF SACHSE | 2 | C | 0 | SACHSE |
| 0281-02-035 | WIDEN TO 4 LANE DIVIDED RURAL | 1.400 | 1106 | $ 5,300,000 | |
| DALLAS | US 67 | 2916 | STP-MM | $ 2,320,000 | 98 / 09 |
| DALLAS | IH 35E | 2 | 4C | 580,000 | |
| | LOOP 12 | 4 | C | 0 | |
| 0261-03-031 | REPLACE 6 LANE FREEWAY WITH 6 LANE | 1.620 | 1106 | $ 2,900,000 | |
| DALLAS | US 75 | 776 | STP-MM | $ 200,000 | 96 / 03 |
| DALLAS | SPUR 366 | 2 | 4C | 50,000 | |
| | MIDPARK RD | 8 | C | 0 | DALLAS |
| 0047-07-156 | US 75 SURVEILLANCE | 10.000 | 1106 | $ 250,000 | |
| DALLAS | VA | 2493 | STP-MM | $ 880,000 | 96 / 01 |
| DALLAS | IH 30, IH 35E | 1 | 4C | 220,000 | |
| | IH 635 | 0 | C | 0 | DALLAS |
| 0918-45-279 | MOTORIST ASSISTANCE PROGRAM | 0.001 | 1106 | $ 1,100,000 | |
| DALLAS | SH 78 | | STP-UM | $ 3,440,000 | 96 / 06 |
| COLLIN | NORTH CITY LIMITS OF SACHSE | 3 | 4D | 860,000 | |
| | FM 544 | 2 | C | 0 | PLANO |
| 0281-02-047 | WIDEN TO 4 LANE DIVIDED RURAL | 1.300 | 1106 | $ 4,300,000 | |
| DALLAS | FM 428 | | STP-RE | $ 1,080,000 | 96 / 08 |
| [illegible]ON | 2.2 MILES WEST OF AUBREY CITY LIMITS | 5 | 4F | 270,000 | |
| | FM 3524 IN AUBREY | 2 | C | 0 | |
| 0081-05-032 | WIDEN EXISTING ROADWAY | 2.273 | 1106 | $ 1,350,000 | |
| DALLAS | FM 428 | | STP-RE | $ 312,000 | 97 / 03 |
| DENTON | FM 3524 IN AUBREY | 5 | 4F | 78,000 | |
| | US 377 | 2 | C | 0 | |
| 0817-01-017 | WIDEN EXISTING ROADWAY | 0.644 | 1106 | $ 390,000 | |
| DALLAS | US 80 | | STP-RE | $ 2,480,000 | 96 / 11 |
| DALLAS | BELT LINE ROAD, EAST | 2 | 4F | 620,000 | |
| | SH 352 | 4 | C | 0 | |
| 0095-02-081 | RECONSTRUCT RAMPS, BRIDGE AND | 1.967 | 1106 | $ 3,100,000 | |
| DALLAS | CS | 4076 | CMAQ | $ 484,000 | 97 / 09 |
| DALLAS | ON MOCKINGBIRD LN, FROM SH 183 | 3 | 5 | 0 | |
| | IH 35E (STEMMONS) | 0 | C,E | 121,000 | DALLAS |
| 0918-45-252 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 605,000 | |
| DALLAS | CS | 1909 | CMAQ | $ 161,200 | 94 / 11 |
| DALLAS | TOWN EAST BOULEVARD FROM GALLOWAY | 4 | 5 | 0 | |
| | GUS THOMASSON | 0 | C,E | 148,800 | MESQUITE |
| 0918-45-255 | TRAFFIC SIGNAL INTERCONNECT | 1.400 | 1106 | $ 310,000 | |
| DALLAS | CS | 2218 | CMAQ | $ 128,000 | 97 / 02 |
| DALLAS | ON KELLER SPRINGS AT PRESTON ROAD | 4 | 5 | 32,000 | |
| | | 0 | C,E,R | 40,000 | DALLAS |
| 0918-45-277 | IMPROVE TURNING RADII, S BOUND RIGHT | 0.001 | 1106 | $ 200,000 | |
| DALLAS | CS | 3107 | CMAQ | $ 17,940 | 96 / 03 |
| DALLAS | INTERSECTION OF BELT LINE ROAD WITH | 3 | 5 | 0 | |
| | EAST BOULEVARD IN CITY OF SUNNYVALE | 0 | C | 5,060 | SUNNYVALE |
| 0918-45-931 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 23,000 | |
| [illegible]S | CS | 4197 | CMAQ | $ 351,000 | 97 / 08 |
| DALLAS | ON ARAPAHO ROAD AT PLANO ROAD IN THE | 3 | 5 | 0 | |
| | CITY OF RICHARDSON | 0 | C,E,R | 299,000 | RICHARDSON |
| 0918-45-937 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 650,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1997 September 14, 1995

| DISTRICT COUNTY CSJ | NAME OR DESIGNATION LOCATION (FROM) LOCATION (TO) DESCRIPTION OF WORK | PROJ. ID F. CLASS LANES LENGTH | FED. PROG ST. CAT. PHASE MPO | FEDERAL STATE LOCAL TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | CS | 3102 | CMAQ | $ 13,440 | 96 / 10 |
| DALLAS | 19 INTERSECTIONS ON BELT LINE IN THE | 0 | 5 | 3,570 | |
| | CITY OF IRVING | 0 | C,E | 3,990 | IRVING |
| 0918-45-942 | TRAFFIC SIGNAL UPGRADES | 0.001 | 1106 | $ 21,000 | |
| DALLAS | CS | 1895 | CMAQ | $ 30,250 | 94 / 11 |
| DALLAS | INTERSECTION OF GUS THOMASSON WITH | 4 | 5 | 0 | |
| | IN MESQUITE | 0 | C,E | 24,750 | MESQUITE |
| 0918-45-945 | TRAFFIC SIGNAL | 0.001 | 1106 | $ 55,000 | |
| DALLAS | CS | 1894 | CMAQ | $ 30,000 | 94 / 11 |
| DALLAS | INTERSECTION OF GROSS ROAD WITH SCYENE | 5 | 5 | 0 | |
| | IN MESQUITE | 0 | C,E | 30,000 | MESQUITE |
| 0918-45-948 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 60,000 | |
| DALLAS | CS | 1891 | CMAQ | $ 30,000 | 96 / 10 |
| DALLAS | INTERSECTION OF BRUTON ROAD WITH | 4 | 5 | 0 | |
| | PIONEER ROAD IN MESQUITE | 0 | C,E | 30,000 | MESQUITE |
| 0918-45-950 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 60,000 | |
| DALLAS | CS | 1902 | CMAQ | $ 24,750 | 96 / 10 |
| DALLAS | INTERSECTION OF TOWN EAST BOULEVARD | 4 | 5 | 0 | |
| | SKYLINE DRIVE IN MESQUITE | 0 | C,E | 30,250 | MESQUITE |
| 0918-45-951 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 55,000 | |
| DALLAS | CS | 1901 | CMAQ | $ 26,790 | 96 / 10 |
| DALLAS | INTERSECTION OF TOWN EAST BOULEVARD | 4 | 5 | 0 | |
| | FORNEY ROAD IN MESQUITE | 0 | C,E | 30,210 | MESQUITE |
| 0918-45-952 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 57,000 | |
| DALLAS | CS | 1897 | CMAQ | $ 30,000 | 96 / 10 |
| DALLAS | INTERSECTION OF MOTLEY DRIVE WITH | 4 | 5 | 0 | |
| | EASTFIELD COLLEGE IN MESQUITE | 0 | C,E | 30,000 | MESQUITE |
| 0918-45-953 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 60,000 | |
| DALLAS | CS | 4067 | CMAQ | $ 24,000 | 97 / 09 |
| DALLAS | ON DENTON TAP ROAD AT PARKWAY IN THE | 5 | 5 | 0 | |
| | CITY OF COPPELL | 0 | C,E | 6,000 | COPPELL |
| 0918-45-962 | INCREASE NORTHBOUND LEFT TURN STORAGE | 0.001 | 1106 | $ 30,000 | |
| DALLAS | CS | 4069 | CMAQ | $ 52,000 | 97 / 06 |
| DALLAS | ON SANDY LAKE ROAD AT DENTON TAP ROAD | 5 | 5 | 13,000 | |
| | THE CITY OF COPPELL | 0 | C,E,R | 0 | COPPELL |
| 0918-45-972 | EAST AND WESTBOUND DUAL LEFT TURN | 0.001 | 1106 | $ 65,000 | |
| DALLAS | CS | 4061 | CMAQ | $ 24,000 | 97 / 02 |
| DALLAS | ON BETHEL ROAD AT DENTON TAP ROAD IN | 5 | 5 | 0 | |
| | THE CITY OF COPPELL | 0 | C,E | 6,000 | COPPELL |
| 0918-45-973 | EASTBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 30,000 | |
| DALLAS | CS | 2228 | CMAQ | $ 2,000,000 | 96 / 08 |
| DALLAS | VARIOUS LOCATIONS IN DALLAS | 0 | 5 | 0 | |
| | . | 0 | C,E | 500,000 | DALLAS |
| 0918-45-974 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 2,500,000 | |
| DALLAS | CS | 1052 | CMAQ | $ 100,000 | 95 / 06 |
| DENTON | EAGLE AT BERNARD IN DENTON | 0 | 5 | 0 | |
| | . | 0 | C,E | 25,000 | |
| 0918-46-911 | INTERCHANGE IMPROVEMENTS | 0.001 | 1106 | $ 125,000 | |
| DALLAS | CS | 4038 | CMAQ | $ 36,000 | 96 / 07 |
| DALLAS | ON BELT LINE AT MAIN STREET IN THE CITY | 5 | 5 | 0 | |
| | OF CEDAR HILL | 0 | C,E,R | 9,000 | CEDAR HILL |
| 9918-45-921 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 45,000 | |
| DALLAS | CS | 4309 | CMAQ | $ 24,000 | 97 / 02 |
| DALLAS | ON MARSH LANE FROM TRINITY MILLS ROAD | 0 | 5 | 0 | |
| | THE SOUTH CITY LIMITS OF CARROLLTON | 0 | C,E | 6,000 | CARROLLTON |
| 9918-45-940 | TRAFFIC SIGNAL PROGRESSION | 2.200 | 1106 | $ 30,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

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| DISTRICT / NTY / C | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | CS | 1510 | CMAQ | $ 145,999 | 96 / 10 |
| DALLAS | ON CARRIER PARKWAY FROM RAY ORR BLVD | 0 | 5 | 0 | |
| | WESTCHESTER BOULEVARD IN GRAND PRAIRIE | 0 | C,E | 151,959 | GRAND PRAIRIE |
| 9918-45-948 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 297,959 | |
| DALLAS | CS | 1529A | CMAQ | $ 315,000 | 96 / 09 |
| DALLAS | VARIOUS LOCATIONS IN GRAND PRAIRIE | 0 | 5 | 0 | |
| | . | 0 | C | 135,000 | GRAND PRAIRIE |
| 9918-45-951 | INTERSECTION CAPACITY IMPROVEMENTS | 0.001 | 1106 | $ 450,000 | |
| DALLAS | CS | 783 | CMAQ | $ 1,500,000 | 97 / 04 |
| DALLAS | VARIOUS LOCATIONS IN DALLAS | 0 | 5 | 0 | |
| | . | 0 | C | 375,000 | DALLAS |
| 9918-45-965 | 103 INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,875,000 | |
| DALLAS | CS | 4191 | CMAQ | $ 843,750 | 96 / 08 |
| DALLAS | ON CENTENNIAL AT GREENVILLE AND ABRAMS | 5 | 5 | 0 | |
| | IN THE CITY OF RICHARDSON | 0 | C,E,R | 1,031,250 | RICHARDSON |
| 9918-45-983 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,875,000 | |
| DALLAS | CS | 4308 | CMAQ | $ 24,000 | 97 / 07 |
| DALLAS | ON HEBRON PKWY FROM THE WEST CITY | 5 | 5 | 0 | |
| | THE EAST CITY LIMITS OF CARROLLTON | 0 | C,E | 6,000 | CARROLLTON |
| 9918-45-995 | SIGNAL PROGRESSION | 0.001 | 1106 | $ 30,000 | |
| DALLAS | FM 1382 | 4037 | CMAQ | $ 32,400 | 96 / 12 |
| DALLAS | AT DUNCANVILLE ROAD IN THE CITY OF | 3 | 5 | 8,100 | |
| | CEDAR HILL | 0 | C,E | 4,500 | CEDAR HILL |
| 1047-02-901 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 45,000 | |
| DALLAS | FM 1382 | 4035 | CMAQ | $ 32,400 | 97 / 07 |
| \S | AT JOE WILSON ROAD IN THE CITY OF CEDAR | 3 | 5 | 8,100 | |
| | HILL | 0 | C,E | 4,500 | CEDAR HILL |
| 1047-02-902 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 45,000 | |
| DALLAS | FM 423 | 4056 | CMAQ | $ 51,200 | 97 / 08 |
| DENTON | FM 423 AT COUGAR ALLEY | 3 | 5 | 12,800 | |
| | . | 0 | C,E | 16,000 | DENTON |
| 1567-02-903 | SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 80,000 | |
| DALLAS | IH 30 | 2784 | CMAQ | $ 2,412,000 | 98 / 09 |
| DALLAS | AT FERGUSON RD | 1 | 5 | 576,000 | |
| | . | 8 | C | 612,000 | DALLAS |
| 0009-11-162 | DEPRESSED HOV RAMP | 0.500 | 1106 | $ 3,600,000 | |
| DALLAS | IH 35E | 4076 | CMAQ | $ 284,000 | 97 / 09 |
| DALLAS | AT MOCKINGBIRD LANE | 1 | 5 | 0 | |
| | . | 0 | C | 71,000 | |
| 0196-03-183 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 355,000 | |
| DALLAS | IH 35E | 4338 | CMAQ | $ 512,600 | 97 / 06 |
| DALLAS | LOOP 12 | 0 | 5 | 128,150 | |
| | IH 635 | 0 | C | 0 | |
| 0196-03-185 | INSTALLATION OF VEHICLE DETECTION, | 2.604 | 1106 | $ 640,750 | |
| DALLAS | IH 35E | 775E | CMAQ | $ 745,600 | 97 / 06 |
| DALLAS | SH 183 | 1 | 5 | 198,050 | |
| | IH 635 | 0 | C | 221,350 | |
| 0196-03-905 | INSTALLATION OF CHANGEABLE MESSAGE | 6.872 | 1106 | $ 1,165,000 | |
| DALLAS | IH 35E | 4074 | CMAQ | $ 320,000 | 95 / 05 |
| DALLAS | AT REGAL ROW IN THE CITY OF DALLAS | 1 | 5 | 80,000 | |
| | . | 0 | C,E | 100,000 | DALLAS |
| 0196-03-906 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 500,000 | |
| S | IH 35E | 4306 | CMAQ | $ 159,052 | 97 / 08 |
| DALLAS | AT TRINITY MILLS IN THE CITY OF | 1 | 5 | 39,763 | |
| | CARROLLTON | 0 | C,E,R | 49,704 | CARROLLTON |
| 0196-03-907 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 248,520 | |



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DALLAS
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| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | IH 35E | 2209 | CMAQ | $ 384,000 | 96 / 09 |
| DALLAS | IH 35E AT BELT LINE ROAD IN CARROLLTON | 1 | 5 | 96,000 | |
| | . | 0 | C,R | 120,000 | CARROLLTON |
| 0196-03-908 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 600,000 | |
| DALLAS | IH 635 | 4338 | CMAQ | $ 932,000 | 97 / 06 |
| DALLAS | US 75 | 1 | 5 | 233,000 | |
| | KINGSLEY ROAD | 0 | C,E | 0 | |
| 2374-01-099 | INSTALLATION OF CHANGEABLE MESSAGE | 5.500 | 1106 | $ 1,165,000 | |
| DALLAS | IH 635 | 0871 | CMAQ | $ 32,000 | 96 / 11 |
| DALLAS | ON GARLAND ROAD | 0 | 5 | 8,000 | |
| | AT IH 635 | 0 | C | 10,000 | GARLAND |
| 2374-02-903 | WESTBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 50,000 | |
| DALLAS | LP 12 | 4338 | CMAQ | $ 419,400 | 97 / 06 |
| DALLAS | SH 183 | 0 | 5 | 104,850 | |
| | IH 35E | 0 | C | 0 | |
| 0581-02-102 | INSTALLATION OF VEHICLE DETECTION, | 2.128 | 1106 | $ 524,250 | |
| DALLAS | LP 354 | 2795 | CMAQ | $ 500,000 | 96 / 09 |
| DALLAS | ON HARRY HINES AT MOCKINGBIRD LANE | 3 | 5 | 125,000 | |
| | . | 0 | C | 0 | |
| 0196-06-021 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 625,000 | |
| DALLAS | MH | 523 | CMAQ | $ 480,000 | 96 / 09 |
| DALLAS | ON HAMPTON ROAD, FORT WORTH AVENUE | 3 | 5 | 120,000 | |
| | US 67 | 0 | C | 600,000 | DALLAS |
| 8043-18-902 | ADD LEFT TURN LANES ON HAMPTON ROAD | 0.001 | 1106 | $ 1,200,000 | |
| DALLAS | MH | 1890 | CMAQ | $ 30,250 | 96 / 10 |
| DALLAS | INTERSECTION OF BELT LINE WITH GRUBB | 3 | 5 | 0 | |
| | IN MESQUITE | 0 | C,E | 24,750 | MESQUITE |
| 8050-18-900 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 55,000 | |
| DALLAS | MH | 4305 | CMAQ | $ 59,990 | 97 / 03 |
| DALLAS | CROSBY ROAD AT IH 35E IN THE CITY OF | 3 | 5 | 14,997 | |
| | CARROLLTON | 0 | C | 18,747 | CARROLLTON |
| 8050-18-904 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 93,735 | |
| DALLAS | MH | 4307 | CMAQ | $ 38,400 | 97 / 07 |
| DALLAS | BELT LINE ROAD AT IH 35E IN THE CITY OF | 3 | 5 | 9,600 | |
| | CARROLLTON | 0 | C,E | 12,000 | CARROLLTON |
| 8050-18-905 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 60,000 | |
| DALLAS | MH | 4165 | CMAQ | $ 88,200 | 96 / 11 |
| DALLAS | ON BELT LINE ROAD FROM SH 183 TO | 3 | 5 | 22,400 | |
| | STRAIGHT STREET IN CITY OF IRVING | 0 | C,E | 29,400 | IRVING |
| 8050-18-906 | SIGNAL SYSTEM IMPROVEMENT | 0.001 | 1106 | $ 140,000 | |
| DALLAS | MH | 4065 | CMAQ | $ 57,600 | 97 / 01 |
| DALLAS | ON BELT LINE ROAD AT MACARTHUR | 3 | 5 | 14,400 | |
| | IN THE CITY OF COPPELL | 0 | C,E | 18,000 | COPPELL |
| 8050-18-908 | SOUTHBOUND RIGHT AND LEFT TURN LANES | 0.001 | 1106 | $ 90,000 | |
| DALLAS | MH | 4064 | CMAQ | $ 40,000 | 97 / 06 |
| DALLAS | ON BELT LINE ROAD AT MOCKINGBIRD IN THE | 3 | 5 | 0 | |
| | CITY OF COPPELL | 0 | C,E,R | 10,000 | COPPELL |
| 8050-18-909 | EASTBOUND LEFT TURN LANE | 0.001 | 1106 | $ 50,000 | |
| DALLAS | MH | 3089 | CMAQ | $ 342,320 | 98 / 09 |
| DALLAS | IN GARLAND ON PLANO ROAD FROM | 3 | 5 | 85,580 | |
| | FOREST LANE | 0 | C | 350,100 | GARLAND |
| 8093-18-007 | TRAFFIC SIGNALS AND INTERSECTION | 1.800 | 1106 | $ 778,000 | |
| DALLAS | MH | 4152 | CMAQ | $ 108,780 | 97 / 08 |
| DALLAS | BUCKINGHAM ROAD AT PLANO ROAD | 3 | 5 | 0 | |
| | . | 0 | C,E,R | 38,220 | GARLAND |
| 8093-18-900 | INTERSECTION IMPROVEMENT/BOTTLENECK | 0.001 | 1106 | $ 147,000 | |



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DALLAS
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| DISTRICT / COUNTY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | MH | 3098 | CMAQ | $ 83,200 | 95 / 04 |
| DALLAS | IN DESOTO | 7 | 5 | 0 | |
| | . | 0 | C,E | 20,800 | DE SOTO COV |
| 9918-45-901 | SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 104,000 | |
| DALLAS | MH | 1497 | CMAQ | $ 123,999 | 96 / 04 |
| DALLAS | ON 8TH/9TH STREET FROM HUNTER FERRELL | 4 | 5 | 0 | |
| | IH 20 IN GRAND PRAIRIE | 0 | C,E | 157,818 | GRAND PRAIRIE |
| 9918-45-906 | SEVERAL INTERSECTIONS | 0.001 | 1106 | $ 281,818 | |
| DALLAS | MH | 973 | CMAQ | $ 32,000 | 96 / 09 |
| DALLAS | IN DALLAS ON MOTOR STREET | 4 | 5 | 8,000 | |
| | AT HARRY HINES BOULEVARD | 0 | C | 10,000 | DALLAS |
| 9918-45-913 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 50,000 | |
| DALLAS | SH 183 | 4338 | CMAQ | $ 612,000 | 97 / 02 |
| DALLAS | IH 35E | 2 | 5 | 153,000 | |
| | DALLAS/TARRANT COUNTY LINE | 0 | C,E | 0 | |
| 0094-03-072 | INSTALLATION OF CHANGEABLE MESSAGE SIGN | 9.061 | 1106 | $ 765,000 | |
| DALLAS | SH 183 | 4076 | CMAQ | $ 200,000 | 97 / 09 |
| DALLAS | AT MOCKINGBIRD LANE | 2 | 5 | 0 | |
| | . | 0 | C | 50,000 | |
| 0094-07-026 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 250,000 | |
| DALLAS | SH 183 | 4075 | CMAQ | $ 324,480 | 95 / 10 |
| DALLAS | AT REGAL ROW IN THE CITY OF DALLAS | 2 | 5 | 81,120 | |
| | . | 0 | C,E | 101,400 | DALLAS |
| 0094-07-900 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 507,000 | |
| DALLAS | SH 289 | 0794 | CMAQ | $ 92,800 | 96 / 08 |
| DALLAS | ON ARAPAHO RD AT PRESTON RD | 0 | 5 | 23,200 | |
| | . | 0 | C | 29,000 | DALLAS |
| 0091-06-036 | NORTHBOUND AND SOUTHBOUND DUAL LEFT | 0.001 | 1106 | $ 145,000 | |
| DALLAS | SH 289 | 4077 | CMAQ | $ 160,000 | 97 / 03 |
| DALLAS | PRESTON ROAD AT IH 635 | 3 | 5 | 40,000 | |
| | . | 0 | C,E | 50,000 | DALLAS |
| 0091-06-905 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 250,000 | |
| DALLAS | SH 356 | 2216 | CMAQ | $ 512,000 | 98 / 09 |
| DALLAS | IN DALLAS ON IRVING BLVD | 3 | 5 | 128,000 | |
| | AT MOCKINGBIRD LN | 0 | C,R | 160,000 | DALLAS |
| 0092-07-044 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 800,000 | |
| DALLAS | SH 5 | 11 | CMAQ | $ 160,000 | 96 / 05 |
| COLLIN | AT BETHANY IN ALLEN | 4 | 5 | 40,000 | |
| | . | 0 | C | 0 | ALLEN |
| 0047-09-902 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 200,000 | |
| DALLAS | SH 66 | 3105 | CMAQ | $ 66,560 | 96 / 06 |
| DALLAS | 5 INTERSECTIONS IN THE CITY OF ROWLETT | 0 | 5 | 16,640 | |
| | . | 0 | C | 20,800 | ROWLETT |
| 0009-03-901 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 104,000 | |
| DALLAS | SP 366 | 0853 | CMAQ | $ 64,000 | 96 / 08 |
| DALLAS | ON FIELD ST AT WOODALL ROGERS FRWY | 3 | 5 | 16,000 | |
| | . | 0 | C,E | 20,000 | DALLAS |
| 0196-07-015 | NORTHBOUND AND SOUTHBOUND LEFT TURN | 0.001 | 1106 | $ 100,000 | |
| DALLAS | US 380 | 4088 | CMAQ | $ 100,300 | 96 / 02 |
| DENTON | AT MALONE STREET, BONNE BRAE STREET AND | 3 | 5 | 25,500 | |
| | CARROL BOULEVARD IN THE CITY OF DENTON | 0 | C,E | 44,200 | DENTON |
| 0134-09-901 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 170,000 | |
| ( .S | US 67 | 1211 | CMAQ | $ 4,488,000 | 98 / 09 |
| DALLAS | IH 35E | 2 | 5 | 1,156,000 | |
| | IH 20 | 0 | C | 1,156,000 | DALLAS |
| 0261-03-036 | HIGH OCCUPANCY VEHICLE LANES | 4.800 | 1106 | $ 6,800,000 | |



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| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | VA | 4186 | CMAQ | $ 96,000 | 96 / 06 |
| COLLIN | COLLIN CREEK MALL | 0 | 5 | 0 | |
| | . | 0 | C,E | 54,000 | PLANO |
| 0918-24-915 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 150,000 | |
| DALLAS | VA | 1560 | CMAQ | $ 173,000 | 96 / 05 |
| DALLAS | VARIOUS INTERSECTIONS IN GRAND PRAIRIE | 0 | 5 | 0 | |
| | . | 0 | C,E | 74,142 | GRAND PRAIRIE |
| 0918-45-205 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 247,143 | |
| DALLAS | VA | 4295 | CMAQ | $ 252,000 | 97 / 05 |
| DALLAS | VARIOUS | 0 | 5 | 64,000 | |
| | . | 0 | C,E | 84,000 | DALLAS |
| 0918-45-284 | INCIDENT DETECTION AND RESPONSE SYSTEM | 0.001 | 1106 | $ 400,000 | |
| DALLAS | VA | 3103 | CMAQ | $ 155,200 | 96 / 05 |
| DALLAS | VARIOUS INTERSECTIONS IN THE CITY OF | 0 | 5 | 0 | |
| | LANCASTER | 0 | C,E | 38,800 | LANCASTER |
| 0918-45-938 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 194,000 | |
| DALLAS | VA | 3104 | CMAQ | $ 256,000 | 96 / 04 |
| DALLAS | VARIOUS INTERSECTIONS IN THE CITY OF | 0 | 5 | 0 | |
| | MESQUITE | 0 | C,E | 64,000 | MESQUITE |
| 0918-45-965 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 320,000 | |
| DALLAS | VA | 3108 | CMAQ | $ 91,200 | 96 / 10 |
| DALLAS | 4 LOCATIONS IN DALLAS COUNTY | 0 | 5 | 0 | |
| | . | 0 | C,E | 22,800 | DALLAS |
| 0918-45-968 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 114,000 | |
| DALLAS | VA | 1044 | CMAQ | $ 175,000 | 98 / 02 |
| DENTON | VARIOUS LOCATIONS IN THE CITY OF DENTON | 0 | 5 | 0 | |
| | . | 0 | C | 43,750 | |
| 0918-46-903 | CORRIDOR IMPROVEMENTS | 0.001 | 1106 | $ 218,750 | |
| DALLAS | VA | 4340 | CMAQ | $ 400,000 | 96 / 11 |
| DALLAS | INCIDENT DETECTION AND RESPONSE SYSTEM- | 0 | 5 | 100,000 | |
| | NCTCOG | 0 | C,E | 0 | DALLAS |
| 0918-47-954 | REGIONAL CORRIDOR MANAGEMENT PROGRAM | 0.001 | 1106 | $ 500,000 | |
| DALLAS | VA | 4039 | CMAQ | $ 52,000 | 97 / 08 |
| DALLAS | BELTLINE BIKE TRAIL FROM ANDERSON | 0 | 5 | 0 | |
| | MAIN IN THE CITY OF CEDAR HILL | 0 | C,E,R | 13,000 | CEDAR HILL |
| 9918-45-920 | BIKEWAY | 4.000 | 1106 | $ 65,000 | |
| DALLAS | VA | 4072 | CMAQ | $ 13,500 | 97 / 04 |
| DALLAS | VARIOUS LOCATIONS IN THE CITY OF DALLAS | 0 | 5 | 0 | |
| | . | 0 | C,E | 11,500 | DALLAS |
| 9918-45-934 | BIKEWAY ROUTE SIGNS | 0.001 | 1106 | $ 25,000 | |
| DALLAS | VA | 3099 | CMAQ | $ 138,400 | 96 / 03 |
| DALLAS | 7 INTERSECTIONS IN THE CITY OF | 0 | 5 | 0 | |
| | DUNCANVILLE | 0 | C,E | 34,600 | DUNCANVILLE |
| 9918-45-936 | PRELIMINARY ENGINEERING | 0.001 | 1106 | $ 173,000 | |
| DALLAS | VA | 3095 | CMAQ | $ 74,400 | 96 / 04 |
| DALLAS | VARIOUS INTERSECTIONS IN BALCH SPRINGS | 0 | 5 | 0 | |
| | ON LAKE JUNE ROAD | 0 | C,E | 18,600 | BALCH SPRINGS |
| 9918-45-949 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 93,000 | |
| DALLAS | SH 310 | | BRDG-O | $ 539,200 | 96 / 08 |
| DALLAS | OVERPASS AT LOOP 12 | 3 | 6A | 134,800 | |
| | . | 4 | C | 0 | DALLAS |
| 0092-02-089 | REHABILITATE BRIDGE AND APPROACHES | 0.093 | 1106 | $ 674,000 | |
| DALLAS | SH 34 | 0 | BRDG-O | $ 3,933,787 | 96 / 06 |
| KAUFMAN | AT TRINITY RIVER AND LEVEE S | 4 | 6A | 983,446 | |
| | . | 2 | C | 0 | ENNIS |
| 0173-02-027 | REPLACE BRIDGES AND APPROACHES | 0.540 | 1106 | $ 4,917,234 | |



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| DISTRICT / COUNTY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | SH 66 | 9 | BRDG-O | $ 478,240 | 96 / 01 |
| ROCKWALL | AT BOIS D ARC CREEK AND DRAWS | 5 | 6A | 119,560 | |
| | . | 2 | C | 0 | ROCKWALL_MOVED |
| 0009-04-046 | REPLACE/REHABILITATE BRIDGES AND | 0.222 | 1106 | $ 597,800 | FROM 95 |
| DALLAS | SH 78 | | BRDG-O | $ 1,260,800 | 96 / 05 |
| DALLAS | AT DUCK CREEK | 3 | 6A | 315,200 | |
| | . | 4 | C | 0 | GARLAND |
| 0009-02-042 | REPLACE BRIDGE AND APPROACHES | 0.190 | 1106 | $ 1,576,000 | |
| DALLAS | FM 66 | | BRDG-O | $ 152,000 | 96 / 12 |
| ELLIS | AT SOUTH FORK OF CHAMBERS CREEK | 5 | 6A | 38,000 | |
| | . | 2 | C | 0 | WAXAHACHIE |
| 0596-02-027 | REPLACE BRIDGE AND APPROAHCES | 0.074 | 1106 | $ 190,000 | |
| DALLAS | SH 352 | | BRDG-O | $ 576,000 | 96 / 11 |
| DALLAS | OVERPASS OF T & P RAILROAD | 4 | 6A | 144,000 | |
| | . | 2 | C | 0 | DALLAS |
| 0430-01-040 | REPLACE BRIDGE AND APPROACHES | 0.108 | 1106 | $ 720,000 | |
| DALLAS | SH 310 | | BRDG-O | $ 5,600,000 | 97 / 05 |
| DALLAS | AT TRINITY RIVER | 3 | 6A | 1,400,000 | |
| | . | 2 | C | 0 | |
| 0092-02-098 | REPLACE BRIDGE AND APPROACHES | 0.573 | 1106 | $ 7,000,000 | |
| DALLAS | CR | | BRDG-OF | $ 30,576 | 97 / 03 |
| COLLIN | AT ELM FORK | 7 | 6B | 0 | |
| | . | 1 | C,E | 7,644 | COLLIN COUNTY |
| 0918-24-901 | REPLACE BRIDGE AND APPROACHES | 0.062 | 1106 | $ 38,220 | |
| DALLAS | CR | | BRDG-OF | $ 72,000 | 97 / 03 |
| COLLIN | ON CR 820 AT BRUSHY CREEK | 6 | 6B | 0 | |
| | . | 1 | C,E | 18,000 | |
| 0918-24-904 | REPLACE BRIDGE | 0.001 | 1106 | $ 90,000 | |
| DALLAS | CR | | BRDG-OF | $ 80,000 | 97 / 08 |
| DALLAS | AT TRIBUTARY EAST FORK TRINITY RIVER | 7 | 6B | 0 | |
| | . | 2 | C,E | 20,000 | DALLAS COUNTY |
| 0918-45-923 | REPLACE BRIDGE AND APPROACHES | 0.063 | 1106 | $ 100,000 | |
| DALLAS | LP 12 | | STRAT | $ 1,260,000 | 96 / 01 |
| DALLAS | BONNIE VIEW LN | 3 | 12 | 1,540,000 | |
| | W OF IH 45 | 4 | C | 0 | |
| 0581-01-068 | RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES | 0.800 | 1106 | $ 2,800,000 | |
| DALLAS | US 380 | | STRAT | $ 810,000 | 97 / 03 |
| COLLIN | MCDONALD ST | 3 | 12 | 990,000 | |
| | 0.2 MI E OF SP RR IN MCKINNEY | 2 | C | 0 | |
| 0135-03-031 | CONSTRUCT 6 LANE DIVIDED HIGHWAY (URBAN) | 0.620 | 1106 | $ 1,800,000 | |



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| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | IH 20 | | IH-M | $ 3,600,000 | 97 / 06 |
| DALLAS | TARRANT CO LINE | 1 | 2 | 400,000 | |
| | FM 1382 | 0 | C | 0 | GRAND PRAIRIE |
| 2374-04-035 | RECONSTRUCTION/REHABILITATION OF | 2.950 | 1106 | $ 4,000,000 | |
| DALLAS | IH 30 | | IH-M | $ 1,062,000 | 96 / 11 |
| DALLAS | IH 35E | 1 | 2 | 118,000 | |
| | IH 45 | 8 | C | 0 | DALLAS |
| 0009-11-161 | CONCRETE TRAFFIC BARRIER | 1.561 | 1106 | $ 1,180,000 | |
| DALLAS | IH 35E | | NHS-M | $ 7,880,000 | 98 / 03 |
| DENTON | AT FM 407 IN LEWISVILLE | 1 | 3A | 1,970,000 | |
| | . | 8 | C | 0 | |
| 0196-02-078 | CONSTRUCT INTERCHANGE | 0.500 | 1106 | $ 9,850,000 | |
| DALLAS | SH 66 | 9 | NHS-M | $ 38,320,000 | 99 / 01 |
| ROCKWALL | DALLAS CO LINE | 3 | 3A | 9,580,000 | |
| | SH 205 | 2 | C | 0 | |
| 0009-04-039 | WIDEN TO 4 LANE DIVIDED URBAN | 3.900 | 1106 | $ 47,900,000 | |
| DALLAS | US 380 | | NHS-M | $ 20,000,000 | 97 / 07 |
| DENTON | LOOP 288 | 3 | 3A | 5,000,000 | |
| | US 380-US 377 N | 2 | C | 0 | |
| 0135-10-024 | WIDEN TO 6 LANE DIVIDED URBAN | 5.000 | 1106 | $ 25,000,000 | |
| DALLAS | US 67 | | NHS-TTS | $ 7,200,000 | 98 / 10 |
| ELLIS | 2.0 MI S OF MIDLOTHIAN | 3 | 3B | 1,800,000 | |
| | JOHNSON CO LINE | 2 | C | 0 | |
| 0260-02-025 | WIDEN TO 4 LANE DIVIDED RURAL | 3.300 | 1106 | $ 9,000,000 | |
| DALLAS | US 75 | | NHS-R | $ 2,632,000 | 95 / 07 |
| COLLIN | US 380 | 3 | 3C | 658,000 | |
| | GRAYSON COUNTY LINE | 4 | C | 0 | DENTON |
| 0047-14-040 | OVERLAY EXISTING ROADWAY SHOULDERS | 13.580 | 1106 | $ 3,290,000 | |
| DALLAS | SH 78 | | NHS-MIS | $ 464,000 | 97 / 08 |
| DALLAS | SH 66 | 3 | 3E | 116,000 | |
| | SH 190 | 6 | C | 0 | GARLAND |
| 0281-03-033 | CONSTRUCT NOISE WALLS | 0.600 | 1106 | $ 580,000 | |
| DALLAS | CR | | STP-SA | $ 90,000 | 98 / 09 |
| ELLIS | WARD RD AT ATSF RR | 0 | 4A | 0 | |
| | (DOT 021896L) | 0 | C | 10,000 | |
| 0918-22-901 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 100,000 | |
| DALLAS | CR | | STP-SA | $ 81,000 | 98 / 09 |
| COLLIN | COUNTY ROAD AT BN RR, SW CELINA | 0 | 4A | 0 | |
| | (DOT 672113K) | 0 | C | 9,000 | |
| 0918-24-922 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 90,000 | |
| DALLAS | CR | | STP-SA | $ 81,000 | 98 / 09 |
| COLLIN | SW OF FARMERSVILLE AT KCS RR | 0 | 4A | 0 | |
| | (DOT 022124E) | 0 | C | 9,000 | |
| 0918-24-923 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 90,000 | |
| DALLAS | CS | | STP-SA | $ 90,000 | 98 / 09 |
| COLLIN | LOOKOUT DRIVE AT KCS RR IN RICHARDSON | 0 | 4A | 0 | |
| | (DOT 021629H) | 0 | C | 10,000 | |
| 0918-24-900 | RAILROAD SIGNALS | 0.000 | 1106 | $ 100,000 | |
| DALLAS | CS | | STP-SA | $ 108,000 | 98 / 09 |
| COLLIN | 1ST STREET AT BNRR IN PROSPER | 0 | 4A | 0 | |
| | (DOT 672123R) | 0 | C | 12,000 | |
| 0918-24-914 | RAILROAD SIGNALS | 0.000 | 1106 | $ 120,000 | |
| DALLAS | CS | | STP-SA | $ 108,000 | 98 / 09 |
| COLLIN | ASH STREET AT BN RR | 0 | 4A | 0 | |
| | (DOT 672112D) | 0 | C | 12,000 | |
| 0918-24-921 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 120,000 | |



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|---|---|---|---|---|---|
| DALLAS | CS | | STP-SA | $ 90,000 | 98 / 09 |
| DALLAS | SPRING VALLEY RD AT FWW RR IN | 0 | 4A | 0 | |
| | (DOT 021734J) | 0 | C | 10,000 | |
| 0918-45-902 | RAILROAD SIGNALS | 0.000 | 1106 | $ 100,000 | |
| DALLAS | CS | | STP-SA | $ 81,000 | 98 / 09 |
| DALLAS | DEVONWOOD DR AT KCS RR IN GARLAND | 0 | 4A | 0 | |
| | (DOT 022063R) | 0 | C | 9,000 | |
| 0918-45-903 | RAILROAD SIGNALS | 0.000 | 1106 | $ 90,000 | |
| DALLAS | CS | | STP-SA | $ 108,000 | 98 / 09 |
| DALLAS | E PECAN STREET AT UP RR IN LANCASTER | 0 | 4A | 0 | |
| | (DOT 415324B) | 0 | C | 12,000 | |
| 0918-45-905 | RAILROAD SIGNALS | 0.000 | 1106 | $ 120,000 | |
| DALLAS | CS | | STP-SA | $ 108,000 | 98 / 09 |
| DALLAS | LA REUNION PK AT ATSF RR IN DALLAS | 0 | 4A | 0 | |
| | (DOT 021953X) | 0 | C | 12,000 | |
| 0918-45-906 | RAILROAD SIGNALS | 0.000 | 1106 | $ 120,000 | |
| DALLAS | CS | | STP-SA | $ 108,000 | 98 / 09 |
| DALLAS | CEDAR STREET AT ATSF RR IN CEDAR HILL | 0 | 4A | 0 | |
| | (DOT 021912T) | 0 | C | 12,000 | |
| 0918-45-908 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 120,000 | |
| DALLAS | CS | | STP-SA | $ 81,000 | 98 / 09 |
| DENTON | EAKIN CEMETERY RD AT ATSF RR | 0 | 4A | 0 | |
| | (DOT 020560L) | 0 | C | 9,000 | |
| 0918-46-902 | RAILROAD SIGNALS | 0.000 | 1106 | $ 90,000 | |
| DALLAS | FM 1171 | | STP-SA | $ 90,000 | 98 / 09 |
| ON | N ROANOKE AT UP RR | 0 | 4A | 10,000 | |
| | (DOT 795442A) | 0 | C | 0 | |
| 1311-01-904 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 100,000 | |
| DALLAS | FM 1173 | | STP-SA | $ 90,000 | 98 / 09 |
| DENTON | NW OF DENTON AT KCS RR | 0 | 4A | 10,000 | |
| | (DOT 0217265) | 0 | C | 0 | |
| 1059-01-901 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 100,000 | |
| DALLAS | IH 635 | | STP-SA | $ 45,000 | 98 / 09 |
| DALLAS | IH 635 S FRONTAGE RD AT BN RR IN FARMERS | 0 | 4A | 5,000 | |
| | BRANCH (DOT 669346D) | 0 | C | 0 | |
| 2374-07-901 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 50,000 | |
| DALLAS | IH 635 | | STP-SA | $ 45,000 | 98 / 09 |
| DALLAS | IH 635 N FRONTAGE RD AT BN RR IN FARMERS | 0 | 4A | 5,000 | |
| | BRANCH (DOT 672160T) | 0 | C | 0 | |
| 2374-07-902 | RAILROAD CROSSING GATES | 0.000 | 1106 | $ 50,000 | |
| DALLAS | CS | | STP-SA | $ 72,000 | 98 / 09 |
| DALLAS | BEN DAVIS RD AT KCS RR IN SACHSE | 0 | 4A | 18,000 | |
| | (DOT 022087E) | 0 | C | 0 | |
| 0918-45-909 | RAILROAD SIGNALS | 0.000 | 1106 | $ 90,000 | |
| DALLAS | CS | 1492 | STP-MM | $ 1,343,000 | 98 / 09 |
| DALLAS | ON ROWLETT ROAD, BROADWAY | 3 | 4C | 0 | |
| | EAST CITY LIMITS | 4 | C,E | 357,000 | GARLAND |
| 0918-45-227 | WIDENING 4-LANE FACILITY TO 6-LANE FACILITY | 1.800 | 1106 | $ 1,700,000 | |
| DALLAS | CS | 2301 | STP-MM | $ 2,451,800 | 98 / 12 |
| DALLAS | ON BRUTON RD, CHEYENNE DR | 4 | 4C | 0 | |
| | IH 635 | 2 | C,E,R | 3,528,200 | BALCH SPRINGS |
| 0918-45-240 | WIDEN 2 LANE FACILITY TO 6 LANE FACILITY | 1.550 | 1106 | $ 5,980,000 | |
| S | CS | 2082 | STP-MM | $ 440,000 | 95 / 08 |
| DALLAS | ON FLOYD NORTH EXTENSION, SYNERGY | 4 | 4C | 0 | |
| | RENNER | 0 | C,E | 110,000 | DALLAS |
| 0918-45-970 | EXTEND EXISTING FACILITY ON NEW LOCATION | 0.400 | 1106 | $ 550,000 | |



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|---|---|---|---|---|---|
| DALLAS | CS | 0622 | STP-MM | $ 880,000 | 96 / 09 |
| DALLAS | ON ELAM ROAD LAKE JUNE ROAD | 4 | 4C | 0 | |
| | BALCH SPRINGS CITY LIMIT | 2 | C,E | 220,000 | DALLAS |
| 0918-45-986 | WIDEN 2-LANE FACILITY TO 6-LANE FACILITY | 3.300 | 1106 | $ 1,100,000 | |
| DALLAS | CS | 0633 | STP-MM | $ 574,000 | 96 / 02 |
| DALLAS | ON HATCHER STREET, HASKELL STREET | 4 | 4C | 0 | |
| | INDUSTRIAL EXTENSION | 2 | E | 143,500 | DALLAS |
| 0918-47-907 | PRELIMINARY ENGINEERING | 3.700 | 1106 | $ 717,500 | |
| DALLAS | CS | 2310 | STP-MM | $ 6,436,080 | 96 / 02 |
| DALLAS | ON DENTON DRIVE, WEBB CHAPEL ROAD | 5 | 4C | 0 | |
| | FARMERS BRANCH CITY LIMITS | 2 | C,R | 3,779,920 | DALLAS |
| 0918-47-941 | WIDEN 2 LANE FACILITY TO 4 LANE FACILITY | 4.940 | 1106 | $ 10,216,000 | |
| DALLAS | CS | 1731 | STP-MM | $ 456,000 | 97 / 07 |
| DALLAS | ON ROCHELLE BOULEVARD, O'CONNOR | 4 | 4C | 0 | |
| | LEONNE | 2 | C | 114,000 | IRVING |
| 9918-45-930 | WIDEN 3-LANE FACILITY TO 6-LANE FACILITY | 1.000 | 1106 | $ 570,000 | |
| DALLAS | FM 2478 | 2172 | STP-MM | $ 1,239,200 | 96 / 11 |
| COLLIN | LEGACY | 4 | 4C | 309,800 | |
| | FM 2170 (MCDERMOTT ROAD) | 2 | C,R | 0 | PLANO |
| 2351-01-901 | WIDEN 2 LANE FACILITY TO 4 LANE FACILITY | 4.000 | 1106 | $ 1,549,000 | |
| DALLAS | FM 740 | 2985 | STP-MM | $ 4,118,040 | 98 / 08 |
| ROCKWALL | SH 205, S | 4 | 4C | 1,046,959 | |
| | FM 3097 | 2 | C | 1,814,729 | ROCKWALL |
| 1014-03-033 | WIDEN TO 4 LANE DIVIDED URBAN | 2.200 | 1106 | $ 6,979,730 | |
| DALLAS | IH 635 | 777 | STP-MM | $ 1,576,000 | 96 / 05 |
| DALLAS | IH 35E | 0 | 4C | 394,000 | |
| | US 75 | 0 | C | 0 | DALLAS |
| 2374-01-095 | INCIDENT MANAGEMENT | 8.500 | 1106 | $ 1,970,000 | |
| DALLAS | LP 354 | 2907 | STP-MM | $ 1,040,000 | 97 / 09 |
| DALLAS | WALNUT HILL LANE | 3 | 4C | 260,000 | |
| | ROYAL LANE IN DALLAS | 0 | C | 3,000,000 | DALLAS |
| 0196-06-019 | WIDEN EXISTING ROADWAY | 1.100 | 1106 | $ 4,300,000 | |
| DALLAS | MH | 0684 | STP-MM | $ 663,000 | 96 / 04 |
| DALLAS | IN DALLAS ON VALLEY VIEW FROM IH 635 | 2 | 4C | 0 | |
| | EAST CITY LIMITS | 0 | E | 165,750 | DALLAS |
| 0918-47-909 | PRELIMINARY ENGINEERING | 2.250 | 1106 | $ 828,750 | |
| DALLAS | MH | 2003 | STP-MM | $ 3,481,600 | 98 / 06 |
| COLLIN | IN PLANO ON COIT RD FR STONEHAVEN DRIVE | 3 | 4C | 870,400 | |
| | SH 121 (SECTIONS) | 4 | C | 0 | |
| 8010-18-003 | WIDEN 4-LANE FACILITY TO 6-LANE FACILITY | 1.371 | 1106 | $ 4,352,000 | |
| DALLAS | MH | 0641 | STP-MM | $ 1,108,800 | 96 / 09 |
| DALLAS | ON JUPITER, GARLAND ROAD | 4 | 4C | 0 | |
| | CENTERVILLE ROAD | 2 | C,E | 277,200 | |
| 8094-18-901 | WIDEN 2-LANE FACILITY TO 4-LANE FACILITY | 0.500 | 1106 | $ 1,386,000 | |
| DALLAS | SH 5 | 0033 | STP-MM | $ 2,128,000 | 96 / 10 |
| COLLIN | FM 2170, N | 4 | 4C | 532,000 | |
| | EXCHANGE PARKWAY | 2 | C | 0 | ALLEN |
| 0047-09-020 | WIDEN TO 6 LANE DIVIDED URBAN SECTION | 1.000 | 1106 | $ 2,660,000 | |
| DALLAS | SH 289 | | STP-UM | $ 4,240,000 | 96 / 11 |
| COLLIN | FM 720 | 5 | 4D | 1,060,000 | |
| | SH 121 | 2 | C | 0 | |
| 0091-05-900 | WIDEN T O 4 LANE DIVIDED URBAN (SECTIONS) | 3.900 | 1106 | $ 5,300,000 | |
| DALLAS | FM 2514 | | STP-RM | $ 1,933,400 | 97 / 02 |
| COLLIN | E CITY LIMITS OF PLANO (COTTONWOOD CRK) | 5 | 4E | 483,350 | |
| | FM 2551 | 2 | C | 4,488,250 | PLANO |
| 2679-01-009 | WIDEN TO 4 LN DIV URBAN (CONVERTIBLE TO 6 | 2.600 | 1106 | $ 6,905,000 | |



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|---|---|---|---|---|---|
| DALLAS | SH 352 | | STP-RE | $ 1,651,180 | 96 / 11 |
| DALLAS | US 80 | 0 | 4F | 412,795 | |
| | S OF T&P RR | 2 | C | 0 | MESQUITE |
| 0430-01-037 | RECONSTRUCT GRADING, STRUCTURES AND | 1.900 | 1106 | $ 2,063,975 | |
| DALLAS | FM 1171 | | STP-RE | $ 2,160,000 | 98 / 01 |
| DENTON | SHILOH ROAD EAST | 0 | 4F | 540,000 | |
| | FM 2499 | 2 | C | 0 | |
| 1311-01-031 | RECONSTRUCT AND WIDEN ROADWAY | 3.794 | 1106 | $ 2,700,000 | |
| DALLAS | FM 1382 | 391 | STP-RRX | $ 6,480,000 | 98 / 08 |
| DALLAS | AT UNION PACIFIC RAILROAD CROSSING | 4 | 4G | 1,620,000 | |
| | (DOT 794 952A) | 0 | C | 0 | |
| 1047-03-902 | RAILROAD GRADE SEPARATION | 0.001 | 1106 | $ 8,100,000 | |
| DALLAS | SH 342 | | STP-RRX | $ 1,600,000 | 97 / 10 |
| DALLAS | AT MK&T RAILROAD UNDERPASS | 3 | 4G | 400,000 | |
| | IN LANCASTER | 2 | C | 0 | |
| 0048-01-043 | RECONSTRUCT RAILROAD UNDERPASS | 0.057 | 1106 | $ 2,000,000 | |
| DALLAS | CS | 4195 | CMAQ | $ 221,400 | 97 / 01 |
| DALLAS | ON BELT LINE ROAD AT PLANO ROAD IN THE | 3 | 5 | 0 | |
| | CITY OF RICHARDSON | 0 | C,E,R | 188,600 | RICHARDSON ENG-96 |
| 0918-45-926 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 410,000 | |
| DALLAS | CS | 4101 | CMAQ | $ 70,800 | 97 / 07 |
| DALLAS | PLEASANT RUN ROAD AT CHATTEY ROAD IN | 3 | 5 | 0 | |
| | CITY OF DESOTO | 0 | C,E,R | 49,200 | DE SOTO |
| 0918-45-928 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 120,000 | |
| DALLAS | CS | 0881 | CMAQ | $ 64,000 | 94 / 01 |
| S | ON GREENVILLE AVENUE AT PARK LANE | 4 | 5 | 0 | |
| | . | 0 | C,E | 16,000 | |
| 0918-45-930 | NORTHBOUND AND SOUTHBOUND TURN LANE | 0.001 | 1106 | $ 80,000 | |
| DALLAS | CS | 0818 | CMAQ | $ 120,000 | 96 / 09 |
| DALLAS | ON CEDAR SPRINGS ROAD, DOUGLAS AVENUE | 5 | 5 | 0 | |
| | WYCLIFF AVENUE | 0 | C,E | 30,000 | DALLAS |
| 0918-45-954 | BACK TO BACK LEFT TURN LANES | 0.001 | 1106 | $ 150,000 | |
| DALLAS | CS | 0789 | CMAQ | $ 16,000 | 95 / 02 |
| DALLAS | ON ALPHA ROAD | 5 | 5 | 0 | |
| | AT HILLCREST | 0 | C,E | 4,000 | DALLAS |
| 0918-45-956 | EASTBOUND RIGHT TURN LANE | 0.001 | 1106 | $ 20,000 | |
| DALLAS | CS | 3096 | CMAQ | $ 443,200 | 95 / 09 |
| DALLAS | ON SANDY LAKE ROAD AT MOORE IN THE CITY | 0 | 5 | 0 | |
| | OF COPPELL | 0 | C,E | 110,800 | COPPELL COV |
| 0918-45-964 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 554,000 | |
| DALLAS | CS | 0788 | CMAQ | $ 900,000 | 95 / 02 |
| DALLAS | VARIOUS LOCATIONS IN DALLAS | 0 | 5 | 0 | |
| | . | 0 | C,E | 225,000 | DALLAS |
| 0918-45-967 | 15 INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,125,000 | |
| DALLAS | CS | 0787 | CMAQ | $ 45,000 | 95 / 08 |
| DALLAS | ON ALMAZAN DRIVE | 3 | 5 | 0 | |
| | AT MARSH LANE | 0 | C,E | 11,250 | |
| 0918-45-985 | NORTHBOUND LEFT TURN POCKET | 0.001 | 1106 | $ 56,250 | |
| DALLAS | CS | 2228 | CMAQ | $ 1,541,000 | 99 / 02 |
| DALLAS | VARIOUS LOCATIONS IN DALLAS | 0 | 5 | 0 | |
| | . | 0 | C,E | 385,250 | DALLAS |
| 0918-45-946 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,926,250 | |
| S | CS | 4198 | CMAQ | $ 529,200 | 97 / 08 |
| DALLAS | ON ARAPAHO AT GREENVILLE IN THE CITY OF | 5 | 5 | 0 | |
| | RICHARDSON | 0 | C,E,R | 450,800 | RICHARDSON |
| 9918-45-986 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 980,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1998 — September 14, 1995

| DISTRICT / COUNTY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | FM 1382 | 4103 | CMAQ | $ 65,800 | 96 / 05 |
| DALLAS | ON BELT LINE ROAD AT POLK STREET IN THE | 3 | 5 | 16,800 | |
| | CITY OF DESOTO | 0 | C,E,R | 57,400 | DE SOTO |
| 1047-02-900 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 140,000 | |
| DALLAS | IH 35E | 2808 | CMAQ | $ 2,144,000 | 97 / 09 |
| DALLAS | AT 0.5 MI S OF TRINITY MILLS | 1 | 5 | 544,000 | |
| | . | 0 | C | 512,000 | CARROLLTON |
| 0196-03-180 | RAMP TO PARK-N-RIDE IN CARROLLTON | 0.200 | 1106 | $ 3,200,000 | |
| DALLAS | IH 35E | 2783 | CMAQ | $ 10,880,000 | 98 / 09 |
| DALLAS | SOUTH OF US 67 | 1 | 5 | 2,720,000 | |
| | INDUSTRIAL BOULEVARD | 0 | C | 2,400,000 | DALLAS |
| 0442-02-109 | CONTRAFLOW HOV LANE | 7.160 | 1106 | $ 16,000,000 | |
| DALLAS | IH 635 | 546/2219 | CMAQ | $ 128,000 | 95 / 04 |
| DALLAS | NORTHWEST HIGHWAY | 3 | 5 | 32,000 | |
| | AT IH 635 | 0 | C | 0 | DALLAS |
| 2374-01-091 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 160,000 | |
| DALLAS | IH 635 | 931 | CMAQ | $ 128,000 | 96 / 09 |
| DALLAS | ON IH 635 AT MARSH LANE | 1 | 5 | 32,000 | |
| | . | 0 | C,E,R | 40,000 | DALLAS |
| 2374-01-904 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 200,000 | |
| DALLAS | IH 635 | 934 | CMAQ | $ 224,000 | 96 / 09 |
| DALLAS | ON IH 635 AT PRESTON ROAD | 1 | 5 | 56,000 | |
| | . | 0 | C,E,R | 70,000 | DALLAS |
| 2374-01-905 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 350,000 | |
| DALLAS | IH 635 | 932 | CMAQ | $ 1,925,000 | 98 / 01 |
| DALLAS | AT MIDWAY | 3 | 5 | 475,000 | |
| | . | 0 | C,E,R | 100,000 | DALLAS |
| 2374-01-907 | EASTBOUND LEFT TURN LANES | 0.001 | 1106 | $ 2,500,000 | |
| DALLAS | IH 635 | 831 | CMAQ | $ 64,000 | 99 / 01 |
| DALLAS | ON COIT ROAD AT IH 635 | 3 | 5 | 16,000 | |
| | . | 0 | C | 0 | DALLAS |
| 2374-01-912 | EASTBOUND AND NORTHBOUND RIGHT TURN | 0.001 | 1106 | $ 80,000 | |
| DALLAS | LP 12 | 2219A | CMAQ | $ 579,200 | 99 / 09 |
| DALLAS | SH 114 | 3 | 5 | 144,800 | |
| | IH 635 | 0 | C,E | 181,000 | DALLAS |
| 0353-05-088 | INTERSECTION IMPROVEMENT | 14.000 | 1106 | $ 905,000 | |
| DALLAS | LP 288 | 4090 | CMAQ | $ 126,000 | 97 / 08 |
| DENTON | LOOP 288 AT KINGS ROW | 3 | 5 | 32,000 | |
| | . | 0 | C,E | 42,000 | DENTON |
| 2250-02-900 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 200,000 | |
| DALLAS | MH | 2222 | CMAQ | $ 172,800 | 96 / 12 |
| DALLAS | ON SPRING VALLEY | 4 | 5 | 43,200 | |
| | AT PRESTON ROAD | 0 | C,E,R | 54,000 | DALLAS ENG-95 |
| 0918-45-268 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 270,000 | ROW-96 |
| DALLAS | MH | 0799 | CMAQ | $ 40,000 | 95 / 08 |
| DALLAS | ON BELT LINE ROAD | 0 | 5 | 0 | |
| | AT DALLAS NORTH TOLLWAY | 0 | C,E | 10,000 | DALLAS |
| 8050-18-902 | NORTHBOUND DUAL LEFT TURN LANES | 0.001 | 1106 | $ 50,000 | |
| DALLAS | MH | 0792 | CMAQ | $ 12,000 | 95 / 04 |
| DALLAS | ON ARAPAHO ROAD AT MEANDERING WAY | 4 | 5 | 0 | |
| | . | 0 | C,E | 3,000 | DALLAS |
| 8074-18-901 | WESTBOUND LEFT TURN POCKET | 0.001 | 1106 | $ 15,000 | |
| DALLAS | MH | 3083 | CMAQ | $ 350,000 | 99 / 09 |
| DALLAS | IN GARLAND ON FOREST LANE FROM PLANO | 3 | 5 | 0 | |
| | ROAD TO GARLAND ROAD | 0 | C,E | 350,000 | GARLAND |
| 8078-18-010 | TRAFFIC SIGNALS AND INTERSECTION | 3.600 | 1106 | $ 700,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1998 September 14, 1995

| DISTRICT<br>COUNTY<br>C | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | MH | 784 | CMAQ | $ 60,000 | 96 / 09 |
| DALLAS | ON ABRAMS ROAD AT SKILLMAN STREET | 4 | 5 | 0 | |
| | . | 0 | C,E | 15,000 | DALLAS |
| 8089-18-900 | NORTHBOUND AND SOUTHBOUND RIGHT TURN | 0.001 | 1106 | $ 75,000 | |
| DALLAS | MH | 2248 | CMAQ | $ 240,000 | 96 / 09 |
| DENTON | ON JOSEY LANE AT WALNUT PLAZA | 4 | 5 | 0 | |
| | . | 0 | C,E,R | 60,000 | DALLAS ROW-95 |
| 8270-18-900 | EASTBOUND AND NORTHBOUND LEFT TURN | 0.001 | 1106 | $ 300,000 | |
| DALLAS | MH | 2208 | CMAQ | $ 1,220,000 | 96 / 09 |
| DALLAS | IN DALLAS VARIOUS LOCATIONS | 0 | 5 | 0 | |
| | . | 0 | C,E,R | 305,000 | DALLAS |
| 9918-45-952 | 6 INTERSECTIONS | 0.001 | 1106 | $ 1,525,000 | |
| DALLAS | SH 289 | 2207 | CMAQ | $ 960,000 | 97 / 07 |
| DALLAS | AT BELTLINE ROAD | 3 | 5 | 240,000 | |
| | . | 0 | C,R | 300,000 | |
| 0091-06-904 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,500,000 | |
| DALLAS | SH 78 | 2810 | CMAQ | $ 1,566,000 | 96 / 06 |
| DALLAS | IH 635 | 3 | 5 | 375,840 | |
| | FOREST LANE | 0 | C | 1,190,160 | GARLAND |
| 0009-02-906 | CORRIDOR IMPROVEMENTS (T PASS) | 0.001 | 1106 | $ 3,132,000 | |
| DALLAS | VA | 4340 | CMAQ | $ 400,000 | 97 / 11 |
| DALLAS | INCIDENT DETECTION AND RESPONSE SYSTEM | 0 | 5 | 100,000 | |
| | NCTCOG | 0 | C | 0 | |
| 0918-45-918 | REGIONAL CORRIDOR MANAGEMENT PROGRAM | 0.001 | 1106 | $ 500,000 | |
| DALLAS | VA | 3024 | CMAQ | $ 144,000 | 96 / 10 |
| [illegible]S | VARIOUS INTERSECTIONS IN BALCH SPRINGS | 0 | 5 | 36,000 | |
| | ON IH 635 FRONTAGE ROADS | 0 | C,E | 0 | BALCH SPRINGS |
| 0918-45-935 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 180,000 | |
| DALLAS | VA | 2605A | CMAQ | $ 3,068,999 | 98 / 01 |
| DALLAS | VARIOUS | 0 | 5 | 0 | |
| | . | 0 | T | 628,590 | |
| 0918-45-955 | TRANSIT VEHICLES FOR DART | 0.001 | 1106 | $ 3,697,590 | |
| DALLAS | VA | 3101 | CMAQ | $ 958,400 | 96 / 03 |
| DALLAS | VARIOUS INTERSECTIONS IN THE CITY OF | 0 | 5 | 0 | |
| | GRAND PRAIRIE | 0 | C,E | 239,600 | GRAND PRAIRIE |
| 9918-45-933 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 1,198,000 | |
| DALLAS | VA | 1560 | CMAQ | $ 175,000 | 95 / 11 |
| DALLAS | VARIOUS INTERSECTIONS IN GRAND PRAIRIE | 0 | 5 | 0 | |
| | . | 0 | C,E | 75,000 | GRAND PRAIRIE |
| 9918-45-955 | TRAFFIC SIGNAL UPGRADE | 0.001 | 1106 | $ 250,000 | |
| DALLAS | SH 342 | | BRDG-O | $ 428,000 | 96 / 11 |
| ELLIS | AT RED OAK CREEK | 5 | 6A | 107,000 | |
| | . | 2 | C | 0 | WAXAHACHIE |
| 0048-03-061 | REPLACE BRIDGE AND APPROACEHS | 0.109 | 1106 | $ 535,000 | |
| DALLAS | FM 720 | | BRDG-O | $ 272,000 | 98 / 08 |
| DENTON | AT COTTONWOOD BRANCH | 5 | 6A | 68,000 | |
| | . | 2 | C | 0 | |
| 1567-01-020 | REPLACE BRIDGE AND APPROACHES | 0.076 | 1106 | $ 340,000 | |
| DALLAS | IH 35E | | BRDG-O | $ 1,040,000 | 98 / 06 |
| DENTON | OVERPASS OF US 377 | 1 | 6A | 260,000 | |
| | . | 2 | C | 0 | |
| 0195-03-048 | REPLACE BRIDGES AND APPROACHES | 0.099 | 1106 | $ 1,300,000 | |
| [illegible]S | IH 35E | | BRDG-O | $ 3,040,000 | 98 / 02 |
| DALLAS | AT INDUSTRIAL BOULEVARD AND IH 30 | 1 | 6A | 760,000 | |
| | (DIRECT CONNECTION TO IH 30) | 4 | C | 0 | |
| 0196-03-178 | REPLACE EXISTING BRIDGE | 0.291 | 1106 | $ 3,800,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1998 September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | LP 12 | | BRDG-O | $ 1,216,000 | 98 / 06 |
| DALLAS | AT TRINITY RELIEF 2 | 3 | 6A | 304,000 | |
| | . | 2 | C | 0 | |
| 0581-01-092 | REPLACE BRIDGES AND APPROACHES | 0.209 | 1106 | $ 1,520,000 | |
| DALLAS | LP 12 | | BRDG-O | $ 3,424,800 | 98 / 07 |
| DALLAS | AT TRINITY RIVER | 3 | 6A | 856,200 | |
| | . | 2 | C | 0 | |
| 0581-01-094 | REPLACE BRIDGE AND APPROACHES | 0.311 | 1106 | $ 4,281,000 | |
| DALLAS | SH 183 | | BRDG-O | $ 1,378,613 | 98 / 07 |
| DALLAS | OVERPASS OF ESTERS ROAD | 2 | 6A | 344,653 | |
| | . | 6 | C | 0 | |
| 0094-03-070 | REPLACE BRIDGE AND APPROACHES | 0.127 | 1106 | $ 1,723,267 | |
| DALLAS | SH 183 | | BRDG-O | $ 382,219 | 98 / 07 |
| DALLAS | OVERPASS OF LOOP 12 | 2 | 6A | 95,554 | |
| | . | 2 | C | 0 | |
| 0094-03-071 | REPLACE BRIDGE AND APPROACHES | 0.097 | 1106 | $ 477,774 | |
| DALLAS | US 80 | 0 | BRDG-O | $ 865,350 | 98 / 08 |
| KAUFMAN | AT BRUSHY CREEK RELIEFS | 3 | 6A | 216,337 | |
| | . | 2 | C | 0 | |
| 0095-04-050 | REPLACE BRIDGES AND APPROACHES | 0.174 | 1106 | $ 1,081,688 | |
| DALLAS | US 77 | | BRDG-O | $ 250,960 | 98 / 03 |
| ELLIS | AT SOUTH PRONG WAXAHACHIE CREEK | 3 | 6A | 62,740 | |
| | . | 2 | C | 0 | |
| 0048-04-064 | REPLACE BRIDGE AND APPROACHES | 0.056 | 1106 | $ 313,700 | |
| DALLAS | IH 30 | | BRDG-O | $ 248,000 | 98 / 03 |
| DALLAS | AT BECKLEY AVENUE EASTBOUND | 1 | 6A | 62,000 | |
| | . | 3 | C | 0 | |
| 1068-04-900 | REHABILITATE BRIDGE | 0.033 | 1106 | $ 310,000 | |
| DALLAS | IH 30 | | BRDG-O | $ 248,000 | 98 / 04 |
| DALLAS | AT BECKLEY AVENUE WESTBOUND | 1 | 6A | 62,000 | |
| | . | 3 | C | 0 | |
| 1068-04-903 | REHABILITATE BRIDGE | 0.033 | 1106 | $ 310,000 | |
| DALLAS | CR | | BRDG-OF | $ 3,040,000 | / 1 |
| DALLAS | TRINITY RIVER | 5 | 6B | 0 | |
| | . | 2 | C | 760,000 | |
| 0918-45-168 | REPLACE BRIDGE AND APPROACHES | 0.464 | 1106 | $ 3,800,000 | |
| DALLAS | CR | | BRDG-OF | $ 196,000 | 98 / 02 |
| DENTON | AT PECAN CREEK, MUSTANG RD | 7 | 6B | 0 | |
| | . | 1 | C | 49,000 | |
| 0918-46-042 | REPLACE BRIDGE AND APPROACHES | 0.066 | 1106 | $ 245,000 | |
| DALLAS | CR | | BRDG-OF | $ 376,000 | 98 / 02 |
| DENTON | AT DOE BRANCH, PARVIN RD | 7 | 6B | 0 | |
| | . | 1 | C | 94,000 | |
| 0918-46-043 | REPLACE BRIDGE AND APPROACHES | 0.062 | 1106 | $ 470,000 | |
| DALLAS | CR | | BRDG-OF | $ 340,000 | 98 / 03 |
| DENTON | AT LITTLE ELM CREEK, MOBBERLY RD | 7 | 6B | 0 | |
| | . | 1 | C | 85,000 | |
| 0918-46-044 | REPLACE BRIDGE AND APPROACHES | 0.068 | 1106 | $ 425,000 | |
| DALLAS | CS | | BRDG-OF | $ 92,800 | 98 / 02 |
| ELLIS | ON STACKS STREET AT FOUNTAIN CREEK | 7 | 6B | 0 | |
| | . | 2 | C | 23,200 | |
| 0918-22-910 | REPLACE BRIDGE AND APPROACHES | 0.066 | 1106 | $ 116,000 | |
| DALLAS | CR | | BRDG-OF | $ 308,800 | 98 / 01 |
| DENTON | ON OLD ALTON ROAD AT LOVING BH | 7 | 6B | 0 | |
| | (HICKORY CREEK) | 1 | C | 77,200 | |
| 0918-46-023 | REPLACE BRIDGE AND APPROACHES | 0.095 | 1106 | $ 386,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1998

September 14, 1995

| DISTRICT<br>COUNTY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | CR | | BRDG-OF | $ 116,976 | 98 / 05 |
| DENTON | ON TOME COLE ROAD AT NORTH HICKORY | 7 | 6B | 0 | |
| | . | 1 | C | 29,244 | |
| 0918-46-917 | REPLACE BRIDGE AND APPROACHES | 0.081 | 1106 | $ 146,220 | |
| DALLAS | CR | | BRDG-OF | $ 94,896 | 98 / 05 |
| DENTON | ON NORTH COUNTY LINE ROAD AT BR OF | 7 | 6B | 0 | |
| | BRANCH | 1 | C | 23,724 | |
| 0918-46-918 | REPLACE BRIDGE AND APPROACHES | 0.071 | 1106 | $ 118,620 | |
| DALLAS | CR | | BRDG-OF | $ 94,896 | 98 / 07 |
| DENTON | ON JIM CHRISTAL ROAD AT DRY FORK CREEK | 7 | 6B | 0 | |
| | . | 1 | C | 23,724 | |
| 0918-46-921 | REPLACE BRIDGE AND APPROACHES | 0.067 | 1106 | $ 118,620 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
RURAL PROJECTS



FY 1996

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DA<br>REVISION L<br>COMMENTS |
|---|---|---|---|---|---|
| DALLAS | IH 20 | | IH-M | $1,245,659 | 01/96 |
| KAUFMAN | SPUR 557 & IH 20 | 1 | 2 | 138,407 | / |
| 0 | VAN ZANDT CO LINE | 0 | C | 0 | |
| 0495-01-036 | CONCRETE PAVEMENT REPAIR | 18.415 | 0 | $1,384,065 | |
| DALLAS | IH 45 | | NHS-M | $5,760,000 | 07/96 |
| NAVARRO | N OF CHAMBERS CRK | 1 | 3A | 1,440,000 | / |
| 0 | BEGINNING OF CORSICANA BYPASS (SECTIONS) | 4 | C | 0 | |
| 0092-06-083 | RECONSTRUCT AND ADD 2 MAIN LANES | 1.200 | 0 | $7,200,000 | |
| DALLAS | CR | | STP-SA | $90,000 | 01/96 |
| NAVARRO | SOUTH RICHLAND AT SPT RAILROAD | 0 | 4A | 10,000 | / |
| 0 | (DOT# 765414F) | 0 | C | 0 | |
| 0918-18-055 | RAILROAD SIGNALS | 0.001 | 0 | $100,000 | |
| DALLAS | VA | | STP-TE | $655,600 | 11/95 |
| NAVARRO | NAVARRO COUNTY COURTHOUSE | 0 | 4B | 0 | 06/95 |
| 0 | IN CORSICANA | 0 | C | 163,900 | NEW ENHANCEMENT |
| 0918-18-056 | EXTERIOR RENOVATION OF COUNTY COURTHOUSE | 0.001 | 0 | $819,500 | |
| DALLAS | SH 198 | | STP-RE | $5,752,780 | 11/95 |
| KAUFMAN | AT US 175 | 5 | 4F | 1,438,195 | / |
| MABANK | . | 2 | C | 0 | |
| 0443-02-014 | RECONSTRUCTION SH 198 INCLUDING GRADE SEPARATION AT US 175 | 0.135 | 0 | $7,190,975 | |
| DALLAS | FM 638 | | BRDG-ON | $240,671 | 12/95 |
| NAVARRO | AT PIN OAK CREEK | 6 | 6A | 60,168 | / |
| 0 | . | 2 | C | 0 | CORSICANA |
| 0996-01-013 | REPLACE BRIDGE AND APPROACHES | 0.207 | 0 | $300,839 | |
| DALLAS | FM 744 | | BRDG-ON | $137,140 | 12/95 |
| NAVARRO | AT HARRIS BRANCH | 6 | 6A | 34,285 | / |
| 0 | . | 2 | C | 0 | CORSICANA |
| 0997-01-032 | REPLACE BRIDGE AND APPROACHES | 0.070 | 0 | $171,425 | |
| DALLAS | SH 31 | | BRDG-ON | $115,200 | 02/96 |
| NAVARRO | AT RICHLAND CREEK AND RELIEFS | 3 | 6A | 28,800 | / |
| 0 | . | 2 | C | 0 | |
| 0162-03-034 | ENVIRONMENTAL MITIGATION FOR ON-SYSTEM BRIDGE | 1.816 | 0 | $144,000 | |

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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
RURAL PROJECTS



FY 1997

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>REVISION DATE<br>COMMENTS |
|---|---|---|---|---|---|
| DALLAS<br>NAVARRO<br>0<br>0719-02-023 | FM 85<br>FM 1129<br>SW END OF TRINITY RIVER BRIDGE<br>RECONSTRUCT AND WIDEN ROADWAY | <br>5<br>2<br>1.347 | STP-RE<br>4F<br>C<br>0 | $552,000<br>138,000<br>0<br>$690,000 | 11/96<br>/ |
| DALLAS<br>NAVARRO<br>0<br>0162-03-031 | SH 31<br>AT POST OAK CREEK & RELIEF<br>.<br>REHABILITATE BRIDGES AND APPROACHES | <br>3<br>2<br>0.200 | BRDG-ON<br>6A<br>C<br>0 | $1,090,400<br>272,600<br>0<br>$1,363,000 | 02/96<br>/ |
| DALLAS<br>NAVARRO<br>0<br>0918-18-034 | CR<br>ON CR 273 AT TRIBUTARY OF CHAMBER CREEK<br>.<br>REPLACE BRIDGES AND APPROACHES | <br>6<br>1<br>0.074 | BRDG-OF<br>6B<br>C,E<br>0 | $180,000<br>0<br>45,000<br>$225,000 | 12/97<br>/ |

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FY 1998

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|---|---|---|---|---|---|
| DALLAS<br>KAUFMAN<br>0<br>0495-01-035 | IH 20<br>ROSEHILL ROAD<br>VAN ZANDT COUNTY LINE<br>PLANE AND RESURFACE ROADWAY | <br>1<br>4<br>13.770 | IH-M<br>2<br>C<br>0 | $3,870,000<br>430,000<br>0<br>$4,300,000 | 04/96<br>/ |
| DALLAS<br>NAVARRO<br>0<br>0918-18-907 | CS<br>15TH STREET AT SPT RR<br>(DOT 765428X)<br>RAILROAD CROSSING GATES | <br>0<br>0<br>0.000 | STP-SA<br>4A<br>C<br>0 | $90,000<br>0<br>10,000<br>$100,000 | 09/98<br>/ |
| DALLAS<br>KAUFMAN<br>KAUFMAN<br>0173-03-025 | SH 34<br>AT THE INTERSECTION OF SH 34 AND SH 243<br>IN THE CITY OF KAUFMAN<br>THE CONSTRUCTION OF A TURNING LANE FOR NORTHBOUND SH 34 | <br>4<br>0<br>0.200 | STP-RE<br>4F<br>C<br>0 | $40,000<br>10,000<br>0<br>$50,000 | 03/96<br>/ |
| DALLAS<br>NAVARRO<br>0<br>0122-02-900 | US 287<br>LUMP SUM FOR DALLAS DISTRICT<br>IN TRINITY RIVER FLOODPLAIN<br>RAISE AND REBUILD 2 LANE RDWY IN TRINITY RIVER FLOODPLAIN | <br>4<br>0<br>2.202 | STP-RE<br>4F<br>C<br>0 | $1,744,000<br>436,000<br>0<br>$2,180,000 | 02/97<br>/<br>JOINT PROJECT W/<br>BRYAN AND TYLER |
| DALLAS<br>KAUFMAN<br>0<br>0918-11-025 | CS<br>AT BACHELOR CREEK<br><br>REPLACE BRIDGE AND APPROACHES | <br>7<br>1<br>0.070 | BRDG-OF<br>6B<br>C<br>0 | $127,520<br>0<br>31,880<br>$159,400 | 01/98<br>/ |
| DALLAS<br>NAVARRO<br>0<br>0092-06-900 | IH 45<br>SH 31, N<br>ROAN RD<br>CONSTRUCTION FRONTAGE ROADS | <br>1<br>0<br>3.000 | STRAT<br>12<br>C<br>0 | $1,575,000<br>1,925,000<br>0<br>$3,500,000 | 01/98<br>/ |

PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

# IV. DALLAS DISTRICT

## FEDERALLY FUNDED

## TRANSIT PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 October 16, 1995

| DISTRICT / COUNTY | AGENCY / DESCRIPTION OF WORK | FED. PROG CATEGORY / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|
| DALLAS | DART | UAFP | $ 2,520 | FY1996 |
| DALLAS | | 9 | 0 | |
| | | | 630 | |
| | ADDISON TRANS CTR CONSTR | 1106 | $ 3,150 | |
| DALLAS | DART | UAFP | $ 20,642 | FY1996 |
| DALLAS | | 9 | 0 | |
| | | | 5,160 | |
| | VEHICLE ACQISITION - BUSES | 1106 | $ 25,802 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 12 | FY1996 |
| DALLAS | | 9 | 2 | |
| | | | 1 | |
| | BUS REHABILITATION | 1106 | $ 15 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 36 | FY1996 |
| DALLAS | | 9 | 6 | |
| | | | 3 | |
| | FARE BOXES W/SUPPORT EQUIPMENT | 1106 | $ 45 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 800 | FY1996 |
| DALLAS | | 9 | 20 | |
| | | | 180 | |
| | PARK & RIDE | 1106 | $ 1,000 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 10 | FY1996 |
| DALLAS | | 9 | 1 | |
| | | | 1 | |
| | RADIO/DISPATCH EQUIPMENT | 1106 | $ 13 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 1 | FY1996 |
| DALLAS | | 9 | 0 | |
| | | | 0 | |
| | SUPPORT EQUIPMENT | 1106 | $ 2 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 54 | FY1996 |
| DALLAS | | 9 | 8 | |
| | | | 4 | |
| | VEHICLE ACQUISITION | 1106 | $ 67 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 171 | FY1996 |
| DALLAS | | 9 | 85 | |
| | | | 85 | |
| | E & D OPERATING ASSISTANCE | 1106 | $ 342 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 4 | FY1996 |
| DALLAS | | 9 | 0 | |
| | | | 0 | |
| | E & D PLANNING | 1106 | $ 6 | |
| DALLAS | MESQUITE | UAFP | $ 200 | FY1996 |
| DALLAS | | 9 | 32 | |
| | | | 17 | |
| | E & D VEHICLE ACQUISITION | 1106 | $ 250 | |
| DALLAS | MESQUITE | UAFP | $ 187 | FY1996 |
| DALLAS | | 9 | 93 | |
| | | | 93 | |
| | E & D OPERATING ASSISTANCE | 1106 | $ 375 | |
| DALLAS | MESQUITE | UAFP | $ 24 | FY1996 |
| DALLAS | | 9 | 3 | |
| | | | 2 | |
| | E & D PLANNING | 1106 | $ 30 | |
| DALLAS | PLANO | UAFP | $ 15 | FY1996 |
| COLLIN | | 9 | 0 | |
| | | | 15 | |
| | E & D OPERATING ASSISTANCE | 1106 | $ 30 | |

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 October 16, 1995

| DISTRICT COUNTY | AGENCY<br>DESCRIPTION OF WORK | FED. PROG CATEGORY<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|
| DALLAS<br>DENTON | SPAN<br><br><br>VEHICLE ACQUISITION | UAFP<br>9<br><br>1106 | $ 202<br>25<br>25<br>$ 252 | FY1996 |
| DALLAS<br>DENTON | SPAN<br><br><br>OPERATING ASSISTANCE | UAFP<br>9<br><br>1106 | $ 215<br>107<br>107<br>$ 430 | FY1996 |
| DALLAS<br>DENTON | LEWISVILLE<br><br><br>VEHICLE ACQUISITION | UAFP<br>9<br><br>1106 | $ 90<br>11<br>11<br>$ 112 | FY1996 |
| DALLAS<br>DENTON | LEWISVILLE<br><br><br>OPERATING ASSISTANCE | UAFP<br>9<br><br>1106 | $ 114<br>57<br>57<br>$ 228 | FY1996 |
| DALLAS<br>DENTON | LEWISVILLE<br><br><br>PLANNING | UAFP<br>9<br><br>1106 | $ 40<br>5<br>5<br>$ 50 | FY1996 |
| DALLAS<br>DENTON | LEWISVILLE<br><br><br>STEMMONS PARK & RIDE/HOV | UAFP<br>9<br><br>1106 | $ 253<br>31<br>31<br>$ 316 | FY1996 |
| DALLAS<br>DALLAS | DART<br><br><br>SOUTH OAK CLIFF LRT PROGRAM | CAPITAL<br>3<br><br>1106 | $ 18,600<br>0<br>1,650<br>$ 23,250 | FY1996 |
| DALLAS<br>DALLAS | DART<br><br><br>LRT STARTER SYSTEM & EXTENSIONS | CAPITAL<br>3<br><br>1106 | $ 4,781<br>0<br>1,195<br>$ 5,976 | FY1996 |
| DALLAS<br>DALLAS | DART<br><br><br>FIXED GUIDEWAY MODERNIZATION | CAPITAL<br>3<br><br>1106 | $ 1,115<br>0<br>278<br>$ 1,393 | FY1996 |
| DALLAS<br>DALLAS | CITY OF GRAND PRAIRIE<br><br><br>VEHICLE ACQ - ONE STANDARD VAN | EPDP<br>16<br><br>1106 | $ 27<br>0<br>6<br>$ 33 | FY1996 |
| DALLAS<br>COLLIN | COLLIN COUNTY COMMITTEE ON AGING<br><br><br>VEHICLE ACQ - 2 MINIVANS/1 WAGON | EPDP<br>16<br><br>1106 | $ 59<br>0<br>14<br>$ 73 | FY1996 |
| DALLAS<br>DALLAS | AMERICAN RELIGIOUS TOWN HALL MTG<br><br><br>VEHICLE ACQ - TWO STANDARD VANS | EPDP<br>16<br><br>1106 | $ 59<br>0<br>14<br>$ 73 | FY1996 |
| DALLAS<br>DALLAS | LANCASTER OUTREACH CENTER<br><br><br>VEHICLE ACQ - ONE STANDARD VAN | EPDP<br>16<br><br>1106 | $ 29<br>0<br>7<br>$ 36 | FY1996 |
| DALLAS<br>DALLAS | SOMEBODY CARES<br><br><br>VEHICLE ACQ - TWO STANDARD VANS | EPDP<br>16<br><br>1106 | $ 64<br>0<br>16<br>$ 80 | FY1996 |

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 October 16, 1995

| DISTRICT<br>COUNTY | AGENCY<br>DESCRIPTION OF WORK | FED. PROG CATEGORY<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|
| DALLAS<br>DALLAS | CLIFF HAVEN ADULT HEALTH CARE<br><br>VEHICLE ACQ - ONE STANDARD VAN | EPDP<br>16<br><br>1106 | $ 29<br>0<br>7<br>$ 36 | FY1996 |
| DALLAS<br>COLLIN | *COLLIN COUNTY COMMITTEE ON AGING*<br><br>OPERATING ASSISTANCE | NAFP<br>18<br><br>1106 | $ 68<br>153<br>190<br>$ 411 | FY1996 |
| DALLAS<br>NAVARRO | COMMUNITY SERVICES, INC<br><br>VEHICLE ACQ & OPERATING ASST | NAFP<br>18<br><br>1106 | $ 91<br>206<br>94<br>$ 391 | FY1996 |
| DALLAS<br>KAUFMAN | KAUFMAN COUNTY SENIOR CITIZENS<br><br>VEHICLE ACQ, ADMIN, & OPERATING | NAFP<br>18<br><br>1106 | $ 83<br>187<br>69<br>$ 339 | FY1996 |
| DALLAS<br>DENTON | SPAN<br><br>VEHICLE ACQ, ADMIN, & OPERATING | NAFP<br>18<br><br>1106 | $ 109<br>266<br>36<br>$ 411 | FY1996 |

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1997 October 16, 1995

| DISTRICT COUNTY | AGENCY<br>DESCRIPTION OF WORK | FED. PROG CATEGORY<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|
| DALLAS | DART | UAFP | $ 1,200 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 300 | |
| | COMMUTER RAIL | 1106 | $ 1,500 | |
| DALLAS | DART | UAFP | $ 1,430 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 357 | |
| | FAIR PARK TRANS CTR CONSTR | 1106 | $ 1,787 | |
| DALLAS | DART | UAFP | $ 2,134 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 533 | |
| | SE DALLAS TRANS CTR LAND ACQ | 1106 | $ 2,667 | |
| DALLAS | DART | UAFP | $ 11,301 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 2,825 | |
| | VEHICLE ACQISITION - BUSES | 1106 | $ 14,126 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 90 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 22 | |
| | FARE BOXES W/SUPPORT EQUIPMENT | 1106 | $ 112 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 10 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 2 | |
| | RADIO/DISPATCH EQUIPMENT | 1106 | $ 12 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 5 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 1 | |
| | SUPPORT EQUIPMENT | 1106 | $ 6 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 680 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 170 | |
| | VEHICLE ACQUISITION | 1106 | $ 850 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 275 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 275 | |
| | E & D OPERATING ASSISTANCE | 1106 | $ 550 | |
| DALLAS | GRAND PRAIRIE | UAFP | $ 10 | FY1997 |
| DALLAS | | 9 | 0 | |
| | | | 2 | |
| | E & D PLANNING | 1106 | $ 12 | |
| DALLAS | MESQUITE | UAFP | $ 80 | FY1997 |
| DALLAS | | 9 | 13 | |
| | | | 7 | |
| | E & D VEHICLE ACQUISITION | 1106 | $ 100 | |
| DALLAS | MESQUITE | UAFP | $ 250 | FY1997 |
| DALLAS | | 9 | 125 | |
| | | | 125 | |
| | E & D OPERATING ASSISTANCE | 1106 | $ 500 | |
| DALLAS | PLANO | UAFP | $ 15 | FY1997 |
| COLLIN | | 9 | 0 | |
| | | | 15 | |
| | E & D OPERATING ASSISTANCE | 1106 | $ 30 | |
| DALLAS | SPAN | UAFP | $ 202 | FY1997 |
| DENTON | | 9 | 25 | |
| | | | 25 | |
| | VEHICLE ACQUISITION | 1106 | $ 252 | |

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1997

October 16, 1995

| DISTRICT / COUNTY | AGENCY / DESCRIPTION OF WORK | FED. PROG CATEGORY / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|
| DALLAS | SPAN | UAFP | $ 215 | FY1997 |
| DENTON | | 9 | 107 | |
| | | | 107 | |
| | OPERATING ASSISTANCE | 1106 | $ 430 | |
| DALLAS | LEWISVILLE | UAFP | $ 90 | FY1997 |
| DENTON | | 9 | 11 | |
| | | | 11 | |
| | VEHICLE ACQUISITION | 1106 | $ 112 | |
| DALLAS | LEWISVILLE | UAFP | $ 114 | FY1997 |
| DENTON | | 9 | 57 | |
| | | | 57 | |
| | OPERATING ASSISTANCE | 1106 | $ 228 | |
| DALLAS | LEWISVILLE | UAFP | $ 40 | FY1997 |
| DENTON | | 9 | 5 | |
| | | | 5 | |
| | PLANNING | 1106 | $ 50 | |
| DALLAS | LEWISVILLE | UAFP | $ 253 | FY1997 |
| DENTON | | 9 | 31 | |
| | | | 31 | |
| | STEMMONS PARK & RIDE/HOV | 1106 | $ 316 | |
| DALLAS | DART | CAPITAL | $ 19,500 | FY1997 |
| DALLAS | | 3 | 0 | |
| | | | 4,875 | |
| | LRT STARTER SYSTEM & EXTENSIONS | 1106 | $ 24,375 | |
| DALLAS | DART | CAPITAL | $ 400 | FY1997 |
| DALLAS | | 3 | 0 | |
| | | | 100 | |
| | FIXED GUIDEWAY MODERNIZATION | 1106 | $ 500 | |

| DISTRICT COUNTY | AGENCY<br>DESCRIPTION OF WORK | FED. PROG CATEGORY<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|
| DALLAS<br>DALLAS | DART | UAFP<br>9 | $ 4,200<br>0<br>1,050 | FY1998 |
| | COMMUTER RAIL | 1106 | $ 5,250 | |
| DALLAS<br>DALLAS | DART | UAFP<br>9 | $ 12,225<br>0<br>3,056 | FY1998 |
| | VEHICLE ACQISITION - BUSES | 1106 | $ 15,281 | |
| DALLAS<br>DALLAS | GRAND PRAIRIE | UAFP<br>9 | $ 25<br>0<br>6 | FY1998 |
| | FARE BOXES W/SUPPORT EQUIPMENT | 1106 | $ 31 | |
| DALLAS<br>DALLAS | GRAND PRAIRIE | UAFP<br>9 | $ 5<br>0<br>1 | FY1998 |
| | RADIO/DISPATCH EQUIPMENT | 1106 | $ 6 | |
| DALLAS<br>DALLAS | GRAND PRAIRIE | UAFP<br>9 | $ 10<br>0<br>2 | FY1998 |
| | SUPPORT EQUIPMENT | 1106 | $ 12 | |
| DALLAS<br>DALLAS | GRAND PRAIRIE | UAFP<br>9 | $ 65<br>0<br>16 | FY1998 |
| | VEHICLE ACQUISITION | 1106 | $ 81 | |
| DALLAS<br>DALLAS | GRAND PRAIRIE | UAFP<br>9 | $ 350<br>0<br>350 | FY1998 |
| | E & D OPERATING ASSISTANCE | 1106 | $ 700 | |
| DALLAS<br>DALLAS | GRAND PRAIRIE | UAFP<br>9 | $ 15<br>0<br>3 | FY1998 |
| | E & D PLANNING | 1106 | $ 18 | |
| DALLAS<br>DALLAS | MESQUITE | UAFP<br>9 | $ 240<br>0<br>60 | FY19[illegible] |
| | E & D VEHICLE ACQUISITION | 1106 | $ 300 | |
| DALLAS<br>DALLAS | MESQUITE | UAFP<br>9 | $ 330<br>0<br>330 | FY1998 |
| | E & D OPERATING ASSISTANCE | 1106 | $ 660 | |
| DALLAS<br>COLLIN | PLANO | UAFP<br>9 | $ 15<br>0<br>15 | FY1998 |
| | E & D OPERATING ASSISTANCE | 1106 | $ 30 | |
| DALLAS<br>DENTON | SPAN | UAFP<br>9 | $ 202<br>25<br>25 | FY1998 |
| | VEHICLE ACQUISITION | 1106 | $ 252 | |
| DALLAS<br>DENTON | SPAN | UAFP<br>9 | $ 215<br>107<br>107 | FY1998 |
| | OPERATING ASSISTANCE | 1106 | $ 430 | |
| DALLAS<br>DENTON | LEWISVILLE | UAFP<br>9 | $ 90<br>11<br>11 | FY1998 |
| | VEHICLE ACQUISITION | 1106 | $ 112 | |

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1998

October 16, 1995

| DISTRICT<br>COUNTY | AGENCY<br><br>DESCRIPTION OF WORK | FED. PROG CATEGORY<br><br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|
| DALLAS<br>DENTON | LEWISVILLE<br><br><br>OPERATING ASSISTANCE | UAFP<br>9<br><br>1106 | $ 114<br>57<br>57<br>$ 228 | FY1998 |
| DALLAS<br>DENTON | LEWISVILLE<br><br><br>PLANNING | UAFP<br>9<br><br>1106 | $ 40<br>5<br>5<br>$ 50 | FY1998 |
| DALLAS<br>DENTON | LEWISVILLE<br><br><br>STEMMONS PARK & RIDE/HOV | UAFP<br>9<br><br>1106 | $ 253<br>31<br>31<br>$ 316 | FY1998 |
| DALLAS<br>DALLAS | DART<br><br><br>LRT STARTER SYSTEM & EXTENSIONS | CAPITAL<br>3<br><br>1106 | $ 19,650<br>0<br>4,912<br>$ 24,562 | FY1998 |
| DALLAS<br>DALLAS | DART<br><br><br>FIXED GUIDEWAY MODERNIZATION | CAPITAL<br>3<br><br>1106 | $ 400<br>0<br>100<br>$ 500 | FY1998 |

# V. DALLAS DISTRICT

## STATE FUNDED

## HIGHWAY PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 September 14, 1995

| DISTRICT / COUNTY | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | BS 78-F | | PM | $ 0 | 96 / 02 |
| COLLIN | SH 78 (NORTH) | 0 | 7 | 31,579 | |
| | SH 78 (SOUTH) (THRU COPEVILLE) | 0 | C | 0 | |
| 0281-07-003 | SEAL COAT AND PAVEMENT MARKINGS | 2.414 | 1106 | $ 31,579 | |
| DALLAS | FM 1138 | | PM | $ 0 | 96 / 02 |
| COLLIN | FM 1778 | 0 | 7 | 34,527 | |
| | FM 6 | 0 | C | 0 | |
| 1016-07-009 | SEAL COAT AND PAVEMENT MARKINGS | 2.644 | 1106 | $ 34,527 | |
| DALLAS | FM 1778 | | PM | $ 0 | 96 / 02 |
| COLLIN | BS 78-F | 0 | 7 | 61,330 | |
| | FM 547 | 0 | C | 0 | |
| 1735-01-013 | SEAL COAT AND PAVEMENT MARKINGS | 4.684 | 1106 | $ 61,330 | |
| DALLAS | FM 1827 | | PM | $ 0 | 96 / 02 |
| COLLIN | FM 545 | 0 | 7 | 141,248 | |
| | US 380 | 0 | C | 0 | |
| 1746-01-009 | SEAL COAT AND PAVEMENT MARKINGS | 10.795 | 1106 | $ 141,248 | |
| DALLAS | FM 2478 | | PM | $ 0 | 96 / 02 |
| COLLIN | FM 1461 | 0 | 7 | 84,238 | |
| | STONE BRIDGE DRIVE | 0 | C | 0 | |
| 2351-01-009 | SEAL COAT AND PAVEMENT MARKINGS | 6.437 | 1106 | $ 84,238 | |
| DALLAS | FM 2478 | | PM | $ 0 | 96 / 02 |
| COLLIN | FM 455 | 0 | 7 | 78,062 | |
| | FM 1461 | 0 | C | 0 | |
| 2351-02-010 | SEAL COAT AND PAVEMENT MARKINGS | 5.965 | 1106 | $ 78,062 | |
| DALLAS | FM 3364 | | PM | $ 0 | 96 / 02 |
| IN | FM 982 | 0 | 7 | 53,011 | |
| | LAKE LAVON | 0 | C | 0 | |
| 0387-06-004 | SEAL COAT AND PAVEMENT MARKINGS | 2.715 | 1106 | $ 53,011 | |
| DALLAS | FM 543 | | PM | $ 0 | 96 / 02 |
| COLLIN | FM 455 | 0 | 7 | 132,353 | |
| | SH 5 | 0 | C | 0 | |
| 1012-01-011 | SEAL COAT AND PAVEMENT MARKINGS | 10.115 | 1106 | $ 132,353 | |
| DALLAS | FM 982 | | PM | $ 0 | 96 / 02 |
| COLLIN | FM 546 | 0 | 7 | 57,265 | |
| | LAKE LAVON | 0 | C | 0 | |
| 0387-05-014 | SEAL COAT AND PAVEMENT MARKINGS | 2.937 | 1106 | $ 57,265 | |
| DALLAS | SH 78 | | PM | $ 0 | 96 / 02 |
| COLLIN | BS-78D (NORTH) | 0 | 7 | 170,399 | |
| | BS-78E (NORTH) | 0 | C | 0 | |
| 0280-02-035 | SEAL COAT AND PAVEMENT MARKINGS | 9.652 | 1106 | $ 170,399 | |
| DALLAS | US 287 | | PM | $ 0 | 95 / 05 |
| ELLIS | BROADHEAD ROAD | 2 | 7 | 328,300 | |
| | 0.5 MILE EAST OF SUBINESS 287-R | 4 | C | 0 | ENNIS |
| 0172-05-900 | SEAL COAT, HOT MIX OVERLAY AND PAVEMENT | 3.891 | 1106 | $ 328,300 | |
| DALLAS | US 287 | | PM | $ 0 | 95 / 05 |
| ELLIS | 0.5 MILE EAST OF BUSINESS 287-R | 2 | 7 | 308,700 | |
| | COTTONWOOD BRANCH | 4 | C | 0 | ENNIS |
| 0172-07-900 | SEAL COAT, HOT MIX OVERLAY AND PAVEMENT | 3.477 | 1106 | $ 308,700 | |
| DALLAS | US 75 | | PM | $ 0 | 96 / 01 |
| COLLIN | WILSON CRK BR | 2 | 7 | 28,852 | |
| | SH 121 | 0 | C | 0 | |
| 0047-06-102 | CONCRETE PAVEMENT REPAIR | 2.224 | 1106 | $ 28,852 | |
| LAS | US 75 | | PM | $ 0 | 96 / 01 |
| COLLIN | GRAYSON CO LINE | 2 | 7 | 200,000 | |
| | WILSON CRK BR | 0 | C | 0 | |
| 0047-14-043 | CONCRETE PAVEMENT REPAIR | 15.800 | 1106 | $ 200,000 | |



PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | SH 183 | | PM | $ 0 | 95 / 11 |
| DALLAS | GRAWYLER ROAD | 0 | 7 | 65,136 | |
| | . | 0 | C | 0 | |
| 0094-07-027 | CONC PAVEMENT AND CONC MEDIAN | 0.001 | 1106 | $ 65,136 | |
| DALLAS | US 287 | | PM | $ 0 | 96 / 02 |
| ELLIS | MIDLOTHIAN | 0 | 7 | 103,000 | |
| | SARDIS | 0 | C | 0 | |
| 0172-05-089 | SEAL COAT, REFL. PAVEMENT MARKINGS | 4.352 | 1106 | $ 103,000 | |
| DALLAS | US 287 | | PM | $ 0 | 96 / 03 |
| ELLIS | SPUR 394 | 0 | 7 | 328,300 | |
| | BROADHEAD ROAD | 0 | C | 0 | |
| 0172-05-090 | SEAL COAT, REFL. PAVEMENT MARKINGS | 4.008 | 1106 | $ 328,300 | |
| DALLAS | US 287 | | PM | $ 0 | 96 / 03 |
| ELLIS | COTTONWOOD BRANCH | 0 | 7 | 308,700 | |
| | SPUR 394 | 0 | C | 0 | |
| 0172-07-022 | SEAL COAT, ACP, REFL. PAVEMENT MARKINGS | 3.542 | 1106 | $ 308,700 | |
| DALLAS | SH 34 | | PM | $ 0 | 96 / 03 |
| ELLIS | TRINITY RIVER | 0 | 7 | 285,000 | |
| | COUNTY ROAD | 0 | C | 0 | |
| 0173-01-039 | BASE REPAIR, ACP OVERLAY | 2.000 | 1106 | $ 285,000 | |
| DALLAS | US 67 | | PM | $ 0 | 95 / 08 |
| DALLAS | COOPER STREET | 0 | 7 | 24,112 | |
| | KIEST | 0 | C | 0 | |
| 0261-02-046 | FULL-DEPTH REPAIR OF EXISTING CONCRETE | 0.001 | 1106 | $ 24,112 | |
| DALLAS | SP 348 | | PM | $ 0 | 95 / 11 |
| DALLAS | AT O'CONNOR | 0 | 7 | 4,630 | |
| | . | 0 | C | 0 | |
| 0353-04-071 | CONC PAVEMENT AND CONC MEDIAN | 0.001 | 1106 | $ 4,630 | |
| DALLAS | SH 114 | | PM | $ 0 | 95 / 11 |
| DALLAS | AT ROCHELLE | 0 | 7 | 5,116 | |
| | . | 0 | C | 0 | |
| 0353-06-035 | CONC PAVEMENT AND CONCRETE MEDIAN | 0.001 | 1106 | $ 5,116 | |
| DALLAS | IH 35E | | PM | $ 0 | 95 / 08 |
| DALLAS | OVERTON | 0 | 7 | 10,334 | |
| | BELT LINE ROAD | 0 | C | 0 | |
| 0442-02-113 | FULL-DEPTH REPAIR OF EXISTING CONCRETE | 0.001 | 1106 | $ 10,334 | |
| DALLAS | LP 12 | | PM | $ 0 | 96 / 05 |
| DALLAS | NORTH END OF TRINITY RIVER BRIDGE | 1 | 7 | 1,938,457 | |
| | S.H. 114 | 0 | C | 0 | |
| 0581-02-094 | CONC PAVT REPAIR, JOINT SEALING, | 3.960 | 1106 | $ 1,938,457 | |
| DALLAS | LP 12 | | PM | $ 0 | 95 / 08 |
| DALLAS | IH 30 | 0 | 7 | 821,139 | |
| | SH 180 | 0 | C | 0 | |
| 0581-02-096 | FULL-DEPTH REPAIR OF EXISTING CONCRETE | 0.001 | 1106 | $ 821,139 | |
| DALLAS | FM 664 | | PM | $ 0 | 96 / 02 |
| ELLIS | RED OAK CREEK | 0 | 7 | 94,000 | |
| | BU 287 | 0 | C | 0 | |
| 1051-01-028 | SEAL COAT, REFL. PAVEMENT MARKINGS | 8.874 | 1106 | $ 94,000 | |
| DALLAS | IH 30 | | PM | $ 0 | 95 / 08 |
| DALLAS | WESTMORELAND ROAD | 0 | 7 | 51,195 | |
| | POSTAL WAY | 0 | C | 0 | |
| 1068-04-096 | FULL-DEPTH REPAIR OF EXISTING CONCRETE | 0.001 | 1106 | $ 51,195 | |
| DALLAS | FM 879 | | PM | $ 0 | 96 / 02 |
| ELLIS | FM 1722 | 0 | 7 | 93,000 | |
| | FM 813 | 0 | C | 0 | |
| 1159-02-026 | SEAL COAT, REFL. PAVEMENT MARKINGS | 8.757 | 1106 | $ 93,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 — September 14, 1995

| DISTRICT / COUNTY | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | FM 1389 | | PM | $ 0 | 96 / 01 |
| KAUFMAN | US 175 | 5 | 7 | 91,478 | |
| | END OF STATE MAINTENANCE | 0 | C | 0 | |
| 1395-01-014 | SEAL COAT | 6.687 | 1106 | $ 91,478 | |
| DALLAS | FM 55 | | PM | $ 0 | 96 / 02 |
| ELLIS | US 77 | 0 | 7 | 111,000 | |
| | SH 34 | 0 | C | 0 | |
| 1451-01-019 | SEAL COAT, REFL. PAVEMENT MARKINGS | 10.450 | 1106 | $ 111,000 | |
| DALLAS | IH 20 | | PM | $ 0 | 95 / 08 |
| DALLAS | CARRIER PARKWAY | 0 | 7 | 9,947 | |
| | POLK STREET EXIT RAMP | 0 | C | 0 | |
| 2374-04-037 | FULL-DEPTH REPAIR OF EXISTING CONCRETE | 0.001 | 1106 | $ 9,947 | |
| DALLAS | SP 408 | | PM | $ 0 | 95 / 08 |
| DALLAS | NEAR MERGE NORTH OF IH 20 | 0 | 7 | 3,500 | |
| | SOUTH OF IH 20 | 0 | C | 0 | |
| 3000-01-011 | FULL-DEPTH REPAIR OF EXISTING CONCRETE | 0.001 | 1106 | $ 3,500 | |
| DALLAS | FM 3039 | | PM | $ 0 | 96 / 01 |
| KAUFMAN | US 175 | 5 | 7 | 61,663 | |
| | F 1389 | 0 | C | 0 | |
| 3089-01-008 | SEAL COAT | 4.039 | 1106 | $ 61,663 | |
| DALLAS | FM 2499 | | FM-NEW | $ 0 | 96 / 05 |
| DENTON | FM 1171 IN FLOWER MOUND | 0 | 8B | 4,255,000 | |
| | FM 407 AT CHINN CHAPEL RD | 0 | C | 0 | FLOWER MOUND |
| 2681-01-006 | CONSTRUCT NEW 2-LANE FM HIGHWAY | 2.900 | 1106 | $ 4,255,000 | |
| DALLAS | FM 1722 | | 10 | $ 0 | 96 / 01 |
| | PRESTON RD IN ENNIS | 0 | 10 | 65,000 | |
| | . | 0 | C | 0 | |
| 1317-03-017 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 65,000 | |
| DALLAS | FM 544 | | 10 | $ 0 | 95 / 12 |
| DENTON | INTERSECTION OF FM 544 WITH JOSEY LANE | 0 | 10 | 17,886 | |
| | . | 0 | C | 0 | |
| 0619-05-031 | INSTALLATION OF TRAFFIC SIGNALS | 0.001 | 1106 | $ 17,886 | |
| DALLAS | IH 635 | | 10 | $ 0 | 96 / 04 |
| DALLAS | SH 78 IN GARLAND | 0 | 10 | 100,000 | |
| | . | 0 | C | 0 | |
| 2374-01-909 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 100,000 | |
| DALLAS | SH 5 | | 10 | $ 0 | 95 / 12 |
| COLLIN | RIVERCREST BLVD IN ALLEN | 0 | 10 | 45,000 | |
| | . | 0 | C | 0 | |
| 0047-09-025 | TRAFFIC SIGNAL | 0.001 | 1106 | $ 45,000 | |
| DALLAS | SH 66 | 9 | 10 | $ 0 | 95 / 12 |
| ROCKWALL | ON FANNIN ST AT KAUFMAN ST | 0 | 10 | 25,000 | |
| | IN ROCKWALL | 0 | C | 0 | |
| 0009-04-901 | REPLACE FLASHING BEACON | 0.001 | 1106 | $ 25,000 | |
| DALLAS | US 175 | | 10 | $ 0 | 96 / 02 |
| DALLAS | LAKE JUNE RD IN DALLAS AND | 0 | 10 | 200,000 | |
| | HALL ST IN SEAGOVILLE | 0 | C | 0 | |
| 0197-02-079 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 200,000 | |
| DALLAS | US 75 | | 10 | $ 0 | 96 / 04 |
| COLLIN | US 380 | 0 | 10 | 540,000 | |
| | GRAYSON CO LINE | 0 | C | 0 | |
| 0047-14-044 | GUIDE SIGN REFURBISHING | 12.000 | 1106 | $ 540,000 | |
| DALLAS | VA | | 10 | $ 0 | 95 / 10 |
| DALLAS | 2 INTERSECTIONS IN DALLAS DISTRICT | 0 | 10 | 100,000 | |
| | . | 0 | C | 0 | |
| 0918-00-040 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 100,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | US 175 | | 10 | $ 0 | 95 / 11 |
| DALLAS | SH 310 | 0 | 10 | 85,848 | |
| | GRAND AVENUE | 0 | C | 0 | |
| 0092-01-044 | SIGN REFURBISHING | 1.720 | 1106 | $ 85,848 | |
| DALLAS | SH 342 | | 10 | $ 0 | 95 / 11 |
| DALLAS | CEDARDALE | 3 | 10 | 97,200 | |
| | STANFORD | 0 | C | 0 | |
| 0048-01-049 | CONSTRUCTION OF LEFT TURN BAYS AND | 2.000 | 1106 | $ 97,200 | |
| DALLAS | FM 1382 | | 10 | $ 0 | 96 / 02 |
| DALLAS | DUNCANVILLR RD IN CEDAR HILL | 0 | 10 | 25,000 | |
| | . | 0 | C | 0 | |
| 1047-02-031 | REPLACE EXISTING FLASHING BEACON | 0.001 | 1106 | $ 25,000 | |
| DALLAS | US 175 | | 10 | $ 0 | 95 / 11 |
| DALLAS | IH 635 | 0 | 10 | 186,837 | |
| | KAUFMAN COUNTY LINE | 0 | C | 0 | |
| 0197-02-077 | SIGN REFURBISHING | 7.260 | 1106 | $ 186,837 | |
| DALLAS | FM 3040 | | 10 | $ 0 | 95 / 12 |
| DENTON | INT OF FM 3040 WITH MORRISS RD | 0 | 10 | 44,213 | |
| | IN FLOWER MOUND | 0 | C | 0 | |
| 3088-01-024 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 44,213 | |
| DALLAS | MH | | DISCR | $ 0 | 95 / 12 |
| DALLAS | ON MACARTHUR BLVD AT SH 161 FRTG RDS | 3 | 11 | 94,657 | |
| | IN IRVING | 0 | C | 0 | IRVING |
| 8052-18-002 | TRAFFIC SIGNAL | 0.001 | 1106 | $ 94,657 | |
| DALLAS | BS 66-D | | DISCR | $ 0 | 96 / 01 |
| DALLAS | MAIN STREET | 0 | 11 | 572,000 | |
| | SH 66 | 0 | C | 0 | ROWLETT |
| 0009-21-009 | WIDEN FROM 2 LANE TO 4 LANE WITH FLUSH | 0.280 | 1106 | $ 572,000 | |
| DALLAS | SH 66 | 9 | DISCR | $ 0 | 96 / 06 |
| ROCKWALL | FM 1141 IN ROCKWALL | 5 | 11 | 654,400 | |
| | FM 548 IN ROYSE CITY | 0 | C | 0 | |
| 0009-04-045 | REPLACE BRIDGES | 8.360 | 1106 | $ 654,400 | |
| DALLAS | US 77 | | DISCR | $ 0 | 96 / 04 |
| ELLIS | 0.16 MILES SOUTH OF INDIAN DRIVE | 0 | 11 | 320,000 | |
| | US 287 | 0 | C | 0 | |
| 0048-03-064 | CONSTRUCT RIGHT TURN LANE AND SIDEWALK | 0.578 | 1106 | $ 320,000 | |
| DALLAS | LP 12 | | DISCR | $ 0 | 96 / 06 |
| DALLAS | AT FIVE MILE CREEK | 3 | 11 | 865,000 | |
| | . | 6 | C | 0 | DALLAS |
| 0581-01-089 | MODIFY EXISTING BRIDGE AND WIDEN | 0.050 | 1106 | $ 865,000 | |
| DALLAS | MH | | DISCR | $ 0 | 95 / 10 |
| DALLAS | 0.164 MI E OF IH 635 | 0 | 11 | 18,245 | |
| | 0.184 MI E OF IH 635 | 0 | C | 0 | |
| 0918-45-251 | RECONSTRUCT RETAINING WALL | 0.020 | 1106 | $ 18,245 | |
| DALLAS | SH 121 | | 13 | $ 0 | 96 / 07 |
| DALLAS | DENTON CO LINE, EAST | 3 | 13 | 8,800,000 | |
| | DENTON TAP RD (FRTG RDS) | 0 | C | 0 | |
| 3547-02-003 | CONSTRUCT 4 LANE FREEWAY (STAGE I) | 1.000 | 1106 | $ 8,800,000 | |
| DALLAS | SH 121 | | 13 | $ 0 | 96 / 07 |
| DENTON | SH 121 N OF DENTON CREEK, E | 3 | 13 | 5,200,000 | |
| | DALLAS CO LINE (FRTG RDS) | 0 | C | 0 | DENTON |
| 3547-03-002 | CONSTRUCT 4 LANE FREEWAY (STAGE I) | 0.500 | 1106 | $ 5,200,000 | |
| DALLAS | US 75 | | 13 | $ 0 | 96 / 02 |
| DALLAS | SPUR 366 | 2 | 13 | 400,000 | |
| | MIDPARK RD | 8 | C | 0 | DALLAS |
| 0047-07-150 | US 75 SURVEILLANCE | 10.000 | 1106 | $ 400,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 — September 14, 1995

| DISTRICT / COUNTY | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | SH 121 | | 13 | $ 0 | 96 / 02 |
| DENTON | E OF IH 35E | 3 | 13 | 51,877,872 | |
| | EXISTING SH 121 NEAR FM 544 (FRTG RDS) | 0 | C | 0 | |
| 3547-01-004 | CONSTRUCT 6 LANE FREEWAY (STAGE I) | 5.269 | 1106 | $ 51,877,872 | |
| DALLAS | VA | | URBAN | $ 2,752,416 | 95 / 11 |
| DALLAS | VARIOUS PROJECTS IN THE DALLAS DISTRICT | 4 | 13D | 688,104 | |
| | . | 0 | C | 0 | |
| 0918-00-907 | USP FUNDS FOR FISCAL YEAR 1996 | 0.001 | 1106 | $ 3,440,520 | |
| DALLAS | FM 663 | | REHAB | $ 0 | 96 / 04 |
| ELLIS | FM 875 | 0 | 14 | 2,100,000 | |
| | US 287 IN MIDLOTHIAN | 2 | C | 0 | |
| 0815-08-019 | RECONSTRUCT AND WIDEN ROADWAY | 4.940 | 1106 | $ 2,100,000 | |
| DALLAS | US 175 | | REHAB | $ 0 | 96 / 05 |
| DALLAS | SPUR 310 | 2 | 14 | 1,500,000 | |
| | GRAND AVENUE | 6 | C | 0 | |
| 0092-01-900 | OVERLAY EXISTING URBAN FREEWAY | 2.687 | 1106 | $ 1,500,000 | |
| DALLAS | IH 35E | | MISC | $ 0 | 95 / 11 |
| DALLAS | AT SH 356 | 0 | 16 | 0 | |
| | . | 10 | C | 320,988 | DALLAS |
| 0196-03-168 | PAVEMENT WIDENING AND RECONSTRUCTION | 0.100 | 1106 | $ 320,988 | |
| DALLAS | CS | | MISC | $ 0 | 95 / 12 |
| DALLAS | IN DALLAS ON GREENVILLE AVENUE | 3 | 16 | 0 | |
| | AT CARUTH HAVEN | 0 | C | 1,660,000 | DALLAS |
| 0918-45-187 | INTERSECTION IMPROVEMENTS FOR DART | 0.160 | 1106 | $ 1,660,000 | |
| DALLAS | FM 1192 | | MISC | $ 0 | 96 / 09 |
| TON | FM 1192 AT UP RR IN PILOT POINT | 0 | 16 | 18,280 | |
| | (DOT 79586R) | 0 | C | 0 | |
| 0816-06-900 | RAILROAD CROSSING REPLANK | 0.000 | 1106 | $ 18,280 | |
| DALLAS | FM 455 | | MISC | $ 0 | 96 / 10 |
| COLLIN | AT THROCKMORTON CRK | 5 | 16 | 0 | |
| | . | 0 | C,E,R | 542,000 | MC KINNEY |
| 0816-04-032 | REVIEW PLANS AND ADMINISTER | 0.400 | 1106 | $ 542,000 | |
| DALLAS | FM 551 | 9 | MISC | $ 0 | 96 / 09 |
| ROCKWALL | FM 551 AT DGNO RR IN FATE | 0 | 16 | 14,400 | |
| | (DOT Y415207F) | 0 | C | 0 | |
| 1016-01-900 | RAILROAD CROSSING REPLANK | 0.000 | 1106 | $ 14,400 | |
| DALLAS | FM 879 | | MISC | $ 0 | 96 / 09 |
| ELLIS | FM 879 AT SPT RR IN GARRETT | 0 | 16 | 11,341 | |
| | (DOT 765544L) | 0 | C | 0 | |
| 1159-02-901 | RAILROAD CROSSING REPLANK | 0.001 | 1106 | $ 11,341 | |
| DALLAS | SH 121 | | MISC | $ 0 | 96 / 09 |
| DENTON | SH 121 AT UP RR IN LEWISVILLE | 0 | 16 | 43,200 | |
| | (DOT U414717F) | 0 | C | 0 | |
| 0364-03-900 | RAILROAD CROSSING REPLANK | 0.000 | 1106 | $ 43,200 | |
| DALLAS | US 75 | | MISC | $ 0 | 95 / 10 |
| DALLAS | AT BELTLINE ROAD | 0 | 16 | 100,000 | |
| | IN RICHARDSON | 0 | C | 0 | |
| 0047-07-901 | LANDSCAPE ENHANCEMENTS | 0.001 | 1106 | $ 100,000 | |
| DALLAS | FM 544 | | MISC | $ 0 | 96 / 03 |
| COLLIN | AT FM 1378 | 4 | 16 | 0 | |
| | . | 0 | C | 1,500,000 | |
| 0619-03-900 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,500,000 | |
| \S | IH 635 | | MISC | $ 0 | 95 / 10 |
| AS | MESQUITE S CITY LIMITS | 0 | 16 | 124,196 | |
| | MESQUITE N CITY LIMITS | 0 | C | 0 | |
| 2374-02-087 | LANDSCAPE ENHANCEMENTS | 7.182 | 1106 | $ 124,196 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996 September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | MH | | PASS | $ 0 | 95 / 12 |
| DALLAS | IN FARMERS BRANCH ON LUNA RD (MH 757) | 0 | 18 | 1,969,688 | |
| | FR PARKWEST BLVD TO VALLEY VIEW LN | 2 | C | 0 | FARMERS BRANCH |
| 8037-18-001 | RECONST GR STRS & SURF | 0.565 | 1106 | $ 1,969,688 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1997 September 14, 1995

| DISTRICT / COUNTY | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | FM 2170 | | 10 | $ 0 | 97 / 06 |
| COLLIN | AT FOUNTAIN GATE/HILLSIDE ST IN ALLEN | 0 | 10 | 65,000 | |
| | . | 0 | C | 0 | |
| 2056-01-033 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 65,000 | |
| DALLAS | FM 423 | | DISCR | $ 0 | 95 / 11 |
| DENTON | S OF STEWART CREEK | 0 | 11 | 1,241,409 | |
| | N OF NORTH COLONY BLVD | 0 | C | 0 | THE COLONY |
| 1567-02-014 | RECONSTRUCT EXISTING 2-LANE ROADWAY TO | 0.789 | 1106 | $ 1,241,409 | |
| DALLAS | US 377 | | DISCR | $ 0 | 96 / 11 |
| DENTON | IH 35E, SOUTH | 0 | 11 | 500,000 | |
| | COLLINS ST IN DENTON | 0 | C | 1,500,000 | DENTON |
| 0081-04-028 | RECONSTRUCT AN EXISTING FOUR LANE | 0.600 | 1106 | $ 2,000,000 | |
| DALLAS | MH | | DISCR | $ 0 | 97 / 05 |
| DALLAS | IN DALLAS ON ROYAL LANE FROM SKILLMAN | 0 | 11 | 575,000 | |
| | STREET TO AUDELIA ROAD | 2 | C | 350,000 | DALLAS |
| 8079-18-005 | EXTEND ROYAL LANE ON NEW LOCATION AS A | 0.280 | 1106 | $ 925,000 | |
| DALLAS | US 75 | | DISCR | $ 0 | 96 / 10 |
| DALLAS | NORTH OF MONTICELLO AVE | 0 | 11 | 525,000 | |
| | SOUTH OF MCCOMMAS BLVD | 0 | C | 0 | |
| 0047-07-174 | CONSTRUCT A SOUND BARRIER WALL ALONG | 0.250 | 1106 | $ 525,000 | |
| DALLAS | US 287 | | DISCR | $ 0 | 99 / 11 |
| ELLIS | 0.3 MI N OF FM 878 | 0 | 11 | 79,440 | |
| | FM 878 | 0 | C | 0 | |
| 0172-05-084 | REPLACE EXISTING INTERSECTION | 0.300 | 1106 | $ 79,440 | |
| DALLAS | VA | | URBAN | $ 3,058,240 | 96 / 11 |
| AS | VARIOUS PROJECTS IN THE DALLAS DISTRICT | 4 | 13D | 764,560 | |
| | . | 0 | C | 0 | |
| 0918-00-908 | USP FUNDS FOR FISCAL YEAR 1997 | 0.001 | 1106 | $ 3,822,800 | |
| DALLAS | LP 12 | | REHAB | $ 0 | 96 / 08 |
| DALLAS | OVERPASS AT SP RAILROAD | 3 | 14 | 1,160,000 | |
| | . | 4 | C | 0 | DALLAS |
| 0581-01-079 | REHABILITATE BRIDGE AND APPROACHES | 0.126 | 1106 | $ 1,160,000 | |
| DALLAS | MH | | PASS | $ 0 | 96 / 08 |
| DALLAS | IN IRVING ON ROYAL LANE FROM VALLEY | 0 | 18 | 1,618,200 | |
| | VIEW TO MACARTHUR BOULEVARD | 2 | C | 991,800 | IRVING ACTUAL |
| 8079-18-006 | RECONSTRUCT EXISTING 2-LANE RURAL | 0.760 | 1106 | $ 2,610,000 | FUNDING STATE |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1998 September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | FM 740 | 0 | FM-NEW | $ 0 | 98 / 04 |
| KAUFMAN | US 80 IN FORNEY | 6 | 8B | 2,108,046 | |
| | 3.2 MI SW | 0 | C | 0 | |
| 1091-02-012 | RELOCATE FARM TO MARKET ROAD | 3.200 | 1106 | $ 2,108,046 | |
| DALLAS | VA | | URBAN | $ 3,058,240 | 97 / 11 |
| DALLAS | VARIOUS PROJECTS IN THE DALLAS DISTRICT | 4 | 13D | 764,560 | |
| | . | 0 | C | 0 | |
| 0918-00-909 | USP FUNDS FOR FISCAL YEAR 1998 | 0.001 | 1106 | $ 3,822,800 | |
| DALLAS | LP 12 | | REHAB | $ 0 | 98 / 02 |
| DALLAS | IH 30 | 2 | 14 | 2,300,000 | |
| | SINGLETON BOULEVARD | 0 | C | 0 | |
| 0581-02-900 | BOTTLENECK IMPROVEMENTS | 0.001 | 1106 | $ 2,300,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
RURAL PROJECTS



FY 1996

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| DALLAS | BI 45-F | | PM | $0 | 03/96 |
| NAVARRO | IH 45 NORTH OF CORSICANA | 0 | 7 | 696,000 | / |
| 0 | IH 45 SOUTH OF CORSICANA | 2 | C | 0 | |
| 0092-13-012 | ASPHALT OVERLAY WITH PAVEMENT MARKINGS | 5.400 | 0 | $696,000 | |
| DALLAS | FM 1182 | | PM | $0 | 02/96 |
| ELLIS | IH 45 | 0 | 7 | 45,000 | / |
| 0 | FM 85 | 0 | C | 0 | |
| 1317-02-010 | SEAL COAT, REFL. PAVEMENT MARKINGS | 4.238 | 0 | $45,000 | |
| DALLAS | FM 1565 | | PM | $0 | 01/96 |
| KAUFMAN | HUNT COUNTY LINE | 6 | 7 | 19,739 | / |
| 0 | FM 986 | 0 | C | 0 | |
| 1494-02-006 | SEAL COAT | 1.623 | 0 | $19,739 | |
| DALLAS | FM 2451 | | PM | $0 | 01/96 |
| KAUFMAN | FM 148 | 6 | 7 | 83,132 | / |
| 0 | HENDERSON COUNTY LINE | 0 | C | 0 | |
| 2355-02-007 | SEAL COAT | 6.292 | 0 | $83,132 | |
| DALLAS | FM 2613 | | PM | $0 | 01/96 |
| KAUFMAN | FM 148 | 6 | 7 | 41,221 | / |
| 0 | HENDERSON COUNTY LINE | 0 | C | 0 | |
| 0697-06-007 | SEAL COAT | 3.646 | 0 | $41,221 | |
| DALLAS | FM 2860 | | PM | $0 | 01/96 |
| KAUFMAN | US 175 | 5 | 7 | 67,327 | / |
| 0 | FM 1388 | 0 | C | 0 | |
| 3190-01-008 | SEAL COAT | 4.881 | 0 | $67,327 | |
| DALLAS | FM 308 | | PM | $0 | 02/96 |
| ELLIS | US 77 | 0 | 7 | 51,000 | / |
| 0 | HILL COUNTY LINE | 0 | C | 0 | |
| 0834-01-011 | SEAL COAT, REFL. PAVEMENT MARKINGS | 4.812 | 0 | $51,000 | |
| DALLAS | FM 3094 | | PM | $0 | 01/96 |
| KAUFMAN | NORTH INTERSECTION OF FM 148 | 6 | 7 | 67,087 | / |
| 0 | SOUTH INTERSECTION OF FM 148 | 0 | C | 0 | |
| 0751-03-029 | SEAL COAT | 4.800 | 0 | $67,087 | |
| DALLAS | FM 429 | | PM | $0 | 01/96 |
| KAUFMAN | US 80 | 5 | 7 | 224,495 | / |
| 0 | HUNT COUNTY LINE | 0 | C | 0 | |
| 1089-02-013 | SEAL COAT | 13.400 | 0 | $224,495 | |
| DALLAS | SH 205 | | PM | $0 | 01/96 |
| KAUFMAN | ROCKWALL COUNTY LINE | 4 | 7 | 145,044 | / |
| 0 | US 80 | 0 | C | 0 | |
| 0451-02-022 | SEAL COAT | 6.085 | 0 | $145,044 | |
| DALLAS | SH 34 | | PM | $0 | 05/95 |
| ELLIS | IH 35E | 3 | 7 | 10,300 | / |
| 0 | US 77 IN ITALY | 2 | C | 0 | |
| 2984-01-011 | SEAL COAT, REFLECTORIZED PAVEMENT MARKINGS | 1.027 | 0 | $10,300 | |
| DALLAS | SH 34 | | SIGN | $0 | 08/96 |
| KAUFMAN | AT TANGER IN TERRELL | 0 | 10 | 55,000 | / |
| 0 | . | 0 | C | 0 | |
| 0173-04-039 | TRAFFIC SIGNAL | 0.001 | 0 | $55,000 | |
| DALLAS | US 77 | | SIGN | $0 | 01/96 |
| ELLIS | SH 34 IN ITALY | 0 | 10 | 25,000 | / |
| 0 | . | 0 | C | 0 | |
| 0048-05-900 | REPLACE EXISTING FLASHING BEACON | 0.001 | 0 | $25,000 | |

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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
RURAL PROJECTS



FY 1996

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DA<br>REVISION D.<br>COMMENTS |
|---|---|---|---|---|---|
| DALLAS | FM 1722 | | MISC | $0 | 07/96 |
| ELLIS | FM 1722 AT SP RAILROAD NEAR GARRETT | 0 | 16 | 11,000 | / |
| 0 | DOT #765 903A | 0 | C | 0 | |
| 1317-03-016 | RAILROAD REPLANKING | 0.001 | 0 | $11,000 | |

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DALLAS
RURAL PROJECTS

FY 1997

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| DALLAS | FM 148 | | FM-REH | $0 | 10/96 |
| KAUFMAN | 0.6 MILE SOUTH OF US80 | 5 | 8A | 2,513,984 | / |
| TERRELL | LAWRENCE-TALTY ROAD | 2 | C | 0 | |
| 0751-01-029 | RECONSTRUCT AND WIDEN EXISTING ROADWAY | 1.770 | 0 | $2,513,984 | |
| DALLAS | FM 3041 | | FM-NEW | $0 | 12/97 |
| NAVARRO | IH 45, E | 6 | 8B | 1,837,000 | / |
| 0 | FM 3041, 0.17 MI W OF CHAMBERS CREEK | 0 | C | 0 | |
| 3090-01-004 | CONSTRUCT NEW 2-LANE FM HIGHWAY | 2.400 | 0 | $1,837,000 | |
| DALLAS | FM 3486 | | FM-NEW | $0 | 06/98 |
| KAUFMAN | SH 34, NW | 6 | 8B | 1,151,146 | / |
| 0 | FM 986 | 0 | C | 0 | |
| 1494-03-001 | CONSTRUCT NEW 2-LANE FM HIGHWAY | 2.600 | 0 | $1,151,146 | |
| DALLAS | FM 148 | | DISCR | $0 | 10/96 |
| KAUFMAN | US 80 | 0 | 11 | 1,364,000 | / |
| 0 | 0.6 MI SOUTH | 0 | C | 0 | |
| 0751-01-028 | RECONSTRUCT EXISTING 2-LANE ROADWAY TO 4 LANES | 0.600 | 0 | $1,364,000 | |
| DALLAS | FM 2555 | | REHAB | $0 | 01/97 |
| NAVARRO | WEST PARK ROW IN CORSICANA | 6 | 14 | 1,420,000 | / |
| 0 | SH 22 | 0 | C | 0 | |
| 2682-01-012 | RECONSTRUCT AND WIDEN SHOULDERS | 1.827 | 0 | $1,420,000 | |
| DALLAS | SH 34 | | REHAB | $0 | 08/97 |
| KAUFMAN | SOUTH OF IH 20 | 4 | 14 | 1,692,742 | / |
| KAUFMAN | NORTH CITY LIMITS OF KAUFMAN | 2 | C | 0 | |
| 0173-04-036 | RESURFACE ROADWAY AND WIDEN BRIDGES | 8.171 | 0 | $1,692,742 | |

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TRANSPORTATION IMPROVEMENT PROGRAM

DALLAS
RURAL PROJECTS

FY 1998

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DA<br>REVISION D.<br>COMMENTS |
|---|---|---|---|---|---|
| DALLAS | US 80 | | DISCR | $0 | 11/97 |
| KAUFMAN | THIRD STREET | 4 | 11 | 289,742 | / |
| 0 | NINTH STREET IN TERRELL | 0 | C | 0 | |
| 0095-04-900 | REGRADE EASTBOUND LANE TO | 0.214 | 0 | $289,742 | |

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# VI. DALLAS DISTRICT

## LOCALLY FUNDED

## REGIONALLY SIGNIFICANT PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | 190 TURNPIKE | TTA 200 | LOCAL | $ 13,900 | MAR1996 |
| DALLAS | SH 78 | FWY | 20 | 0 | |
| CARROLLTON | IH 35E | 0/4/6 | E,C,R | 36,300 | |
| | PHASE 1A- MIDWAY RD TO SH 289 | 2.8 | D-FW | $ 50,200 | |
| DALLAS | 190 TURNPIKE | TTA 201 | LOCAL | $ 23,200 | JUN1996 |
| DALLAS | SH 78 | FWY | 20 | 0 | |
| CARROLLTON | IH 35E | 0/4/6 | E,C,R | 60,600 | |
| | PHASE 1B- SH 289 TO ALMA RD | 4.7 | D-FW | $ 83,800 | |
| DALLAS | 190 TURNPIKE | TTA 202 | LOCAL | $ 10,100 | JUN1996 |
| DALLAS | SH 78 | FWY | 20 | 0 | |
| CARROLLTON | IH 35E | 0/4 | E,C,R | 26,500 | |
| | PHASE 2A- SH 5 TO SHILOH RD | 2.5 | D-FW | $ 36,600 | |
| DALLAS | ABRAMS RD. | DAC 140 | LOCAL | $ 0 | MAR1996 |
| DALLAS | SPRING VALLEY RD. | COLLECTOR | 20 | 0 | Part 2:(SEE RIC 990) |
| RICHARDSON | S. C.L. | 2/6 | C | 2,453 | |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 2,453 | |
| DALLAS | ADDISION AIRPORT TUNNEL | TTA 100 | LOCAL | $ 0 | APR1996 |
| DALLAS | | MINOR ART | 20 | 0 | FINANCING BY |
| ADDISON | | 0/2 | C,R | 14,000 | REVENUE BOND |
| | MAJOR CONSTR. | 0.7 | D-FW | $ 14,000 | |
| DALLAS | ADDISION AIRPORT TUNNEL | TTA 101 | LOCAL | $ 0 | DEC1996 |
| DALLAS | | MINOR ART | 20 | 0 | |
| ADDISON | | 0/2 | C | 500 | |
| | MAJOR CONSTR. -TOLL PLAZA | 0.0 | D-FW | $ 500 | |
| DALLAS | ALLEN HEIGHTS DR | ALN 100 | LOCAL | $ 0 | JUN1995 |
| COLLIN | PARK PLACE DR | MINOR ART | 20 | 0 | SOUTHBOUND LANES |
| ALLEN | BETHANY DR. | 2/4 | E,C,R | 905 | |
| | MAJOR CONSTRUCTION | 0.6 | D-FW | $ 905 | |
| DALLAS | ALMA RD | ALN 120 | LOCAL | $ 0 | JUN1996 |
| COLLIN | EXCHANGE PKWY | MINOR ART | 20 | 0 | |
| ALLEN | MCDERMOTT-FM 2170 | 0/4 | E,C,R | 1,860 | |
| | MAJOR CONSTRUCTION | 1.2 | D-FW | $ 1,860 | |
| DALLAS | ALMA RD | ALN 12S | LOCAL | $ 0 | JUN1996 |
| COLLIN | MCDERMOTT- FM 2170 | MINOR ART | 20 | 0 | |
| ALLEN | BETHANY RD | 0/4 | E,C,R | 1,080 | |
| | MAJOR CONSTRUCTION | 0.7 | D-FW | $ 1,080 | |
| DALLAS | AVENUE B PAVING | DEN 115 | LOCAL | $ 0 | SEP1995 |
| DENTON | EAGLE AVE. | COLLECTOR | 20 | 0 | REBUILD STREET |
| DENTON | UNDERWOOD DR. | 4 | E,C | 144 | |
| | SAFETY AND BETTERMENT | 0.2 | D-FW | $ 144 | |
| DALLAS | BECKETT RD. | DAC 202 | LOCAL | $ 0 | SEP1995 |
| DALLAS | DALLAS C.L. | MINOR ART | 20 | 0 | 1991 DAC BOND PROG |
| | SIMONDS RD. | 2/2 | C | 100 | INTERIM |
| | MAJOR CONSTR. | 1.6 | D-FW | $ 100 | |
| DALLAS | BECKLEY AVE. | DAL 370 | LOCAL | $ 0 | SEP1995 |
| DALLAS | COMMERCE ST. | MINOR ART | 20 | 0 | PROJECT FUNDED BY |
| DALLAS | ZANG BLVD. | 4U6 | C | 815 | FUTURE |
| | MAJOR CONSTR. | 1.3 | D-FW | $ 815 | |
| DALLAS | BELT LINE RD. | DAC 9320 | LOCAL | $ 0 | MAY1995 |
| DALLAS | SIMONDS RD. | PRIN ART | 20 | 0 | |
| SUNNYVALE | PIN OAK RD. | 2/2 | C | 1,729 | |
| | MAJOR CONSTR., MAJOR REHAB. | 0.0 | D-FW | $ 1,729 | |

NOTE: For the Texas Turnpike Authority S.H. 190 Turnpike projects, the federal funds represent a loan from the TEO45 federal loan program. The funding categories from which the federal funds will be obligated will be established by the Texas Transportation Commission.

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FY 1996
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | PROGRAM / CATEGORY / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | BELT LINE RD. | DAC 260 | LOCAL | $ 0 | DEC1995 |
| DALLAS | DENTON TAP RD. | MINOR ART | 20 | 0 | Part 2:PROJ. 403.0 1985 DAC BO |
| COPPELL | MACARTHUR | 2/6 | C | 4,233 | |
| | MAJOR CONSTR. | 3.1 | D-FW | $ 4,233 | |
| DALLAS | BELT LINE RD. | DAC 328 | LOCAL | $ 0 | APR1996 |
| DALLAS | MERCURY RD. | PRIN ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| BALCH SPRINGS | LAKE JUNE RD. | 2/6 | C | 2,103 | |
| | MAJOR CONSTR. | 2.1 | D-FW | $ 2,103 | |
| DALLAS | BERNAL DR. BIKEWAY | DAL 9970 | LOCAL | $ 0 | SEP1995 |
| DALLAS | PLUTO ST. | BIKEWAY | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | WESTMORELAND RD. | 1 | C | 200 | |
| | MAJOR CONSTR. | 1.5 | D-FW | $ 200 | |
| DALLAS | BICKERS ST. | DAL 412 | LOCAL | $ 0 | SEP1995 |
| DALLAS | WESTMORELAND RD. | COLLECTOR | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | HAMPTON RD. | 2U4 | E,C | 1,597 | |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 1,597 | |
| DALLAS | BIG SPRING RD. | GAR 110 | LOCAL | $ 0 | DEC1995 |
| DALLAS | JUPITER RD. | COLLECTOR | 20 | 0 | |
| GARLAND | S.H. 190 | 2/4 | C | 5,400 | |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 1.5 | D-FW | $ 5,400 | |
| DALLAS | BOULDER DR. | DAL 540 | LOCAL | $ 0 | SEP1995 |
| DALLAS | CAMP WISDOM RD. | COLLECTOR | 20 | 0 | PROJECT FUNDED BY CURRENT |
| DALLAS | RED BIRD LN. | 2U4 | C | 1,140 | |
| | MAJOR CONSTR. | 0.6 | D-FW | $ 1,140 | |
| DALLAS | CITY WIDE | RIC 920 | LOCAL | $ 0 | SEP1995 |
| DALLAS | | PRIN ART | 20 | 0 | |
| RICHARDSON | | | C | 1,000 | |
| | NEW TRAFFIC SIGNALS | 0.0 | D-FW | $ 1,000 | |
| DALLAS | CITY WIDE | RIC 910 | LOCAL | $ 0 | SEP1996 |
| DALLAS | | PRIN ART | 20 | 0 | |
| RICHARDSON | | | C | 275 | |
| | SIGNALIZATION ENHANCEMENTS | 0.0 | D-FW | $ 275 | |
| DALLAS | CITY WIDE | GAR 230 | LOCAL | $ 0 | DEC1995 |
| DALLAS | EMERGENCY VEHICLE | MINOR ART | 20 | 0 | Part 1: |
| GARLAND | SIGNAL PREEMPTION | | C | 180 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 180 | |
| DALLAS | CITY WIDE | GAR 230 | LOCAL | $ 0 | SEP1996 |
| DALLAS | EMERGENCY VEHICLE | MINOR ART | 20 | 0 | Part 2: |
| GARLAND | SIGNAL PREEMPTION | | C | 208 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 208 | |
| DALLAS | CITY WIDE | GAR 240 | LOCAL | $ 0 | OCT1995 |
| DALLAS | INTERSECTION IMPROVEMENT | MINOR ART | 20 | 0 | Part 1: |
| GARLAND | | | E,C,R | 650 | |
| | SIGNS OR ILLUM.,SAFETY AND BET | 0.0 | D-FW | $ 650 | |
| DALLAS | CITY WIDE | GAR 260 | LOCAL | $ 0 | DEC1995 |
| DALLAS | NEW SIGNAL INSTALLATIONS | MINOR ART | 20 | 0 | Part 1: |
| GARLAND | | | E,C | 600 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 600 | |
| DALLAS | CITY WIDE | GAR 270 | LOCAL | $ 0 | OCT1995 |
| DALLAS | R.R. CROSS IMPROVEMENTS | MINOR ART | 20 | 0 | Part 1: |
| GARLAND | | | C | 98 | |
| | SAFETY AND BETTERMENT | 0.0 | D-FW | $ 98 | |



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|---|---|---|---|---|---|
| DALLAS | CITY WIDE | GAR 290 | LOCAL | $ 0 | OCT1995 |
| DALLAS | SIGNAL MODERNIZATION | MINOR ART | 20 | 0 | Part 1: |
| GARLAND | | | E,C | 175 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 175 | |
| DALLAS | CITY WIDE | GAR 330 | LOCAL | $ 0 | JAN1996 |
| DALLAS | SIGNAL SYS. IMPROVEMENT | MINOR ART | 20 | 0 | |
| GARLAND | CENTRAL AREA | | C | 499 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 499 | |
| DALLAS | CITY WIDE | GAR 300 | LOCAL | $ 0 | OCT1995 |
| DALLAS | SIGNAL SYS. IMPROVEMENTS | MINOR ART | 20 | 0 | PART 1:ENGINEERING ONLY |
| GARLAND | IN E. GARLAND | | E | 55 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 55 | |
| DALLAS | CITY WIDE | GAR 300 | LOCAL | $ 0 | JUN1996 |
| DALLAS | SIGNAL SYS. IMPROVEMENTS | MINOR ART | 20 | 0 | PART 2:CONSTR. |
| GARLAND | IN E. GARLAND | | C | 495 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 495 | |
| DALLAS | CLAY RD. EXT. | DAC 512 | LOCAL | $ 0 | JAN1996 |
| DALLAS | SH 352 | COLLECTOR | 20 | 0 | Part 2:1991 DAC BOND PROG |
| SUNNYVALE | E. GLEN BLVD. | 0/4 | C | 2,017 | |
| | MAJOR CONSTR. | 1.4 | D-FW | $ 2,017 | |
| DALLAS | COCKRELL HILL RD. | DAC 520 | LOCAL | $ 0 | FEB1995 |
| DALLAS | BEAR CK. RD. | MINOR ART | 20 | 0 | Part 3:1991 DAC BOND PROG |
| DESOTO | WINTERGREEN RD. | 2/6 | R | 250 | |
| | MAJOR CONSTR. | 4.0 | D-FW | $ 250 | |
| D S | COCKRELL HILL RD. | DAL 780 | LOCAL | $ 0 | SEP1995 |
| DALLAS | JUNE DR. | COLLECTOR | 20 | 0 | PROJECT FUNDED BY CURRENT |
| DALLAS | C.L. | 2U4 | C | 2,008 | |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 2,008 | |
| DALLAS | COLLINS ST. PAVING | DEN 128 | LOCAL | $ 0 | SEP1995 |
| DENTON | US 77 | COLLECTOR | 20 | 0 | |
| DENTON | US 377 | 2 | E,C,R | 525 | |
| | MAJOR CONSTRUCTION | 0.8 | D-FW | $ 525 | |
| DALLAS | DALROCK RD. | DAC 550 | LOCAL | $ 0 | JUL1995 |
| DALLAS | IH 30 | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| ROWLETT | SH 66 | 2/4 | C | 2,621 | |
| | MAJOR CONSTR.,MAJOR REHAB. | 2.7 | D-FW | $ 2,621 | |
| DALLAS | DAVENPORT RD. | DAL 925 | LOCAL | $ 0 | SEP1995 |
| DALLAS | S.L.S.W. R.R. | COLLECTOR | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | FRANKFORD RD. | 2U4 | C | 2,750 | |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 2,750 | |
| DALLAS | DENTON DR. | DAL 1060 | LOCAL | $ 0 | SEP1995 |
| DALLAS | MAPLE ST. | COLLECTOR | 20 | 0 | Part 1:1 MOCKBRD TO WEBBCHAPE |
| DALLAS | N. C.L. | 2U4 | C | 6,700 | |
| | MAJOR CONSTR. | 8.1 | D-FW | $ 6,700 | |
| DALLAS | DENTON TAP RD. | COP 220 | LOCAL | $ 0 | SEP1996 |
| DALLAS | DENTON CK. | PRIN ART | 20 | 0 | WIDENING, DRAINAGE, |
| COPPELL | SH 121 BYPASS | 6 | C | 1,500 | |
| | MAJOR CONSTR.,SIGNS OR ILLUM., | 0.6 | D-FW | $ 1,500 | |
| DALLAS | DENTON/ROSSFORD & HINES CON | DAC 592 | LOCAL | $ 0 | DEC1994 |
| DALLAS | FARMERS BRANCH S. C.L. | MINOR ART | 20 | 0 | Part 3:1991 DAC BOND PROG |
| FARMERS | FARMERS BRANCH N. C.L. | 2/4 | R | 700 | |
| | MAJOR CONSTR. | 1.6 | D-FW | $ 700 | |



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DALLAS
DALLAS-FORT WORTH MPO

FY 1996
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | DENTON/ROSSFORD & HINES CON | DAC 592 | LOCAL | $ 0 | SEP1995 |
| DALLAS | FARMERS BRANCH S. C.L. | MINOR ART | 20 | 0 | |
| FARMERS | FARMERS BRANCH N. C.L. | 2/4 | C | 4,624 | Part 2:1991 DAC BOND PROG |
| | MAJOR CONSTR. | 1.6 | D-FW | $ 4,624 | |
| DALLAS | DOWDY FERRY RD. | DAC 600 | LOCAL | $ 0 | OCT1995 |
| DALLAS | IH 45 | MINOR ART | 20 | 0 | |
| HUTCHINS | IH 635 | 2/2 | C | 160 | Part 1:1991 DAC BOND PROG |
| | MAJOR CONSTR.,SAFETY AND BETTE | 3.9 | D-FW | $ 160 | |
| DALLAS | E. DANIELDALE RD. | DUN 190 | LOCAL | $ 0 | SEP1995 |
| DALLAS | S. COCKRELL HILL RD. | MINOR ART | 20 | 0 | |
| DUNCANVILLE | E. C/L | 2/6 | E,C | 490 | ONE-HALF OF BOULEVARD |
| | PHASED CONSTRUCTION | 0.4 | D-FW | $ 490 | |
| DALLAS | EWING AVE. | DAL 1190 | LOCAL | $ 0 | SEP1995 |
| DALLAS | ILLINOIS AVE. | COLLECTOR | 20 | 0 | |
| DALLAS | CLARENDON RD. | 2U4 | C | 3,400 | 1 ENGINEERING 2 R & CONSTR. |
| | MAJOR CONSTR. | 1.5 | D-FW | $ 3,400 | |
| DALLAS | FAIR PARK/CBD LINK | DAL 1220 | LOCAL | $ 0 | SEP1995 |
| DALLAS | | PRIN ART | 20 | 0 | |
| DALLAS | | 6D | C | 5,335 | PROJECT FUNDED BY FUTURE |
| | MAJOR CONSTR. | 0.9 | D-FW | $ 5,335 | |
| DALLAS | FIRESIDE DR. | DAL 1230 | LOCAL | $ 0 | SEP1995 |
| DALLAS | MURDOCK RD. | COLLECTOR | 20 | 0 | |
| DALLAS | ST. AUGUSTINE RD. | 2U4 | E,C,R | 109 | Part 1:PROJECT FUNDED BY |
| | MAJOR CONSTR. | 1.6 | D-FW | $ 109 | |
| DALLAS | FLOOD DETECTION & FORECAST | RIC 397 | LOCAL | $ 0 | SEP1996 |
| DALLAS | CITYWIDE | PRIN ART | 20 | 0 | |
| RICHARDSON | | | C | 100 | |
| | SAFETY AND BETTERMENT | 0.0 | D-FW | $ 100 | |
| DALLAS | FLOYD RD. | RIC 230 | LOCAL | $ 0 | MAY1996 |
| DALLAS | CAMPBELL RD. | COLLECTOR | 20 | 0 | |
| RICHARDSON | LOOKOUT DR. | 6 | E,C | 550 | STAGE CONSTRUCTION 2ND |
| | MAJOR CONSTR. | 0.8 | D-FW | $ 550 | |
| DALLAS | FLOYD RD. | RIC 930 | LOCAL | $ 0 | MAY1996 |
| COLLIN | SYNERGY RD. | MINOR ART | 20 | 0 | |
| RICHARDSON | RENNER RD. | 2/4 | C | 800 | |
| | MAJOR CONSTRUCTION | 0.6 | D-FW | $ 800 | |
| DALLAS | FRANKFORD RD. | DAL 1430 | LOCAL | $ 0 | SEP1995 |
| DENTON | KELLY BLVD. | MINOR ART | 20 | 0 | |
| DALLAS | MARSH LN. | 06D | C | 3,000 | PROJECT FUNDED BY FUTURE |
| | MAJOR CONSTR. | 0.7 | D-FW | $ 3,000 | |
| DALLAS | GARDEN RIDGE BLVD. | LEW 170 | LOCAL | $ 0 | APR1995 |
| DENTON | WREN DR. | COLLECTOR | 20 | 0 | |
| LEWISVILLE | I.H. 35E | 0/4 | C | 450 | |
| | MAJOR CONSTRUCTION | 0.3 | D-FW | $ 450 | |
| DALLAS | GREENWAY OVERPASS | RIC 282 | LOCAL | $ 0 | MAR1996 |
| DALLAS | AT US 75 | COLLECTOR | 20 | 0 | |
| RICHARDSON | | 2 | E,C | 5,500 | PRIVATE DEVELOPMENT |
| | MAJOR CONSTR. | 1.5 | D-FW | $ 5,500 | |
| DALLAS | HAMPTON RD. | DAL 1560 | LOCAL | $ 0 | SEP1995 |
| DALLAS | FORT WORTH AVE. | MINOR ART | 20 | 0 | |
| DALLAS | COMMERCE ST. | 4D6 | C | 2,500 | PROJECT FUNDED BY FUTURE |
| | MAJOR CONSTR. | 0.8 | D-FW | $ 2,500 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996
COST IN THOUSANDS

Monday, October 16, 1995

| D CT<br>C TY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | HASKELL AVE. | DAC 772 | LOCAL | $ 0 | JUN1995 |
| DALLAS | LEMMON AVE. | MINOR ART | 20 | 0 | Part 1:1991 DAC BOND PROG |
| DALLAS | IH 30 | 4/6 | E | 500 | |
| | MAJOR CONSTR. | 1.9 | D-FW | $ 500 | |
| DALLAS | HICKORY TREE RD. | DAC 782 | LOCAL | $ 0 | SEP1995 |
| DALLAS | BRUTON RD. | COLLECTOR | 20 | 0 | Part 2:1991 DAC BOND PROG |
| MESQUITE | MILITARY PARKWAY | 4/5 | C | 2,064 | |
| | MAJOR CONSTR. | 1.3 | D-FW | $ 2,064 | |
| DALLAS | HOUSTON SCHOOL RD. | DAC 800 | LOCAL | $ 0 | AUG1995 |
| DALLAS | IH 635 | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| LANCASTER | BELT LINE RD. | 2/4 | E,C,R | 2,800 | |
| | MAJOR CONSTR. | 3.4 | D-FW | $ 2,800 | |
| DALLAS | INCIDENT DETECT & RESPONSE | DAC 9110 | LOCAL | $ 0 | SEP1995 |
| DALLAS | ON VARIOUS ROUTES | PRIN ART | 20 | 0 | Part 1:1991 DAC BOND PROG |
| | IN DALLAS COUNTY | | E,C | 200 | |
| | | 0.0 | D-FW | $ 200 | |
| DALLAS | INTERSECTION IMPROVEMENTS | DEN 170 | LOCAL | $ 0 | SEP1995 |
| DENTON | AT VARIOUS LOCATIONS | MINOR ART | 20 | 0 | Part 1:TURN LANES |
| DENTON | | | E,C,R | 161 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 161 | |
| DALLAS | INTERSECTION IMPROVEMENTS | DEN 170 | LOCAL | $ 0 | SEP1996 |
| DENTON | AT VARIOUS LOCATIONS | MINOR ART | 20 | 0 | Part 2:TURN LANES |
| DENTON | | | E,C,R | 237 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 237 | |
| D | J.J. LEMMON RD. | DAL 2140 | LOCAL | $ 0 | SEP1995 |
| DALLAS | GOLDEN GATE DR. | COLLECTOR | 20 | 0 | Part 1:INCL. NEW BRIDGE MEMORY |
| DALLAS | HUTCHINS C.L. | 2U4 | C | 1,400 | |
| | MAJOR CONSTR. | 1.6 | D-FW | $ 1,400 | |
| DALLAS | J.J. LEMMON RD. | DAL 1950 | LOCAL | $ 0 | SEP1995 |
| DALLAS | NEWTON CK. | COLLECTOR | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | MEMORY LN. | 4U | C | 650 | |
| | | 0.4 | D-FW | $ 650 | |
| DALLAS | JEFFERSON BLVD-HOUSTON VIAD | DAL 1920 | LOCAL | $ 0 | SEP1995 |
| DALLAS | FIRST ST. | MINOR ART | 20 | 0 | RAMP CONNECTION-PROJEC |
| DALLAS | ZANG BLVD. | 03 | C | 2,000 | |
| | MAJOR CONSTR. | 1.2 | D-FW | $ 2,000 | |
| DALLAS | JEFFERSON BLVD. | DAL 1890 | LOCAL | $ 0 | SEP1995 |
| DALLAS | FLEMING ST. | MINOR ART | 20 | 0 | 3 LANES COMPLETE PHASE |
| DALLAS | JEFFERSON VIADUCT | 2U-6 | C | 1,600 | |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 1,600 | |
| DALLAS | JEFFERSON BLVD. | DAL 1924 | LOCAL | $ 0 | SEP1995 |
| DALLAS | SEVENTH ST. | PRIN ART | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | COLORADO BLVD. | 3U5 | C | 2,600 | |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 2,600 | |
| DALLAS | JOE WILSON RD. | DAC 850 | LOCAL | $ 0 | MAR1996 |
| DALLAS | BELT LINE RD. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| CEDAR HILL | US 67 | 2/6 | E,C | 5,109 | |
| | MAJOR CONSTR. | 1.3 | D-FW | $ 5,109 | |
| DALLAS | KELLER SPRINGS RD. | DAC 880 | LOCAL | $ 0 | JAN1995 |
| DALLAS | DALLAS N. TOLLWAY | MINOR ART | 20 | 0 | Part 1:1985 & 91 DAC BOND PROG |
| AD N | MIDWAY RD. | 0/6 | E,C,R | 3,000 | |
| | MAJOR CONSTR. | 1.1 | D-FW | $ 3,000 | |



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Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PRCJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | KLEBERG RD. | DAL 1980 | LOCAL | $ 0 | SEP1995 |
| DALLAS | BELTLINE RD. | COLLECTOR | 20 | 0 | |
| DALLAS | US 175 | 4U | C | 3,150 | PROJECT FUNDED BY FUTURE |
| | MAJOR CONSTR. | 1.7 | D-FW | $ 3,150 | |
| DALLAS | LANDSCAPE MAJOR ENTRYWAYS | DEN 174 | LOCAL | $ 0 | SEP1995 |
| DENTON | VARIOUS LOCATIONS | MINOR ART | 20 | 0 | |
| DENTON | | | E,C | 130 | PART 1:MEDIAN LANDSCAPING ON |
| | LANDSCAPING | 0.0 | D-FW | $ 130 | |
| DALLAS | LANDSCAPE MAJOR ENTRYWAYS | DEN 174 | LOCAL | $ 0 | SEP1996 |
| DENTON | VARIOUS LOCATIONS | MINOR ART | 20 | 0 | |
| DENTON | | | E,C | 390 | PART 2:MEDIAN LANDSCAPING ON |
| | LANDSCAPING | 0.0 | D-FW | $ 390 | |
| DALLAS | LOMBARDY LN. | DAL 2118 | LOCAL | $ 0 | SEP1995 |
| DALLAS | NORTHWEST HWY. | COLLECTOR | 20 | 0 | |
| DALLAS | HARRY HINES BLVD. | 2U4 | E,C | 1,997 | PROJECT FUNDED BY FUTURE |
| | MAJOR CONSTR. | 1.3 | D-FW | $ 1,997 | |
| DALLAS | LOOP 288 BYPASS R-O-W | DEN 177 | LOCAL | $ 0 | SEP1995 |
| DENTON | | PRIN ART | 20 | 0 | |
| DENTON | | | | 434 | |
| | | 1.5 | D-FW | $ 434 | |
| DALLAS | LOOP 288 BYPASS R-O-W | DEN 178 | LOCAL | $ 0 | SEP1996 |
| DENTON | | PRIN ART | 20 | 0 | |
| DENTON | | | R | 433 | |
| | | 1.5 | D-FW | $ 433 | |
| DALLAS | LUNA RD. | CAR 265 | LOCAL | $ 0 | OCT1994 |
| DALLAS | BROADWAY ST. | PRIN ART | 20 | 0 | |
| CARROLLTON | BELT LINE RD. | 6 | E,C,R | 257 | PART 1:IH 35E INTERCHANGE |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 1.2 | D-FW | $ 257 | |
| DALLAS | LUNA RD. | CAR 265 | LOCAL | $ 0 | OCT1995 |
| DALLAS | BROADWAY ST. | PRIN ART | 20 | 0 | |
| CARROLLTON | BELT LINE RD. | 6 | E,C,R | 2,066 | PART 2:IH 35E INTERCHNG |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 1.2 | D-FW | $ 2,066 | |
| DALLAS | LUNA RD. ENGR. STUDY | DAL 2132 | LOCAL | $ 0 | SEP1995 |
| DALLAS | SPUR 348 | PRIN ART | 20 | 0 | |
| DALLAS | ROYAL LN. | | C | 150 | PROJECT FUNDED BY FUTURE |
| | MAJOR CONSTR. | 5.1 | D-FW | $ 150 | |
| DALLAS | MALLOY BRIDGE RD. | DAC 1355 | LOCAL | $ 0 | APR1995 |
| DALLAS | BOIS D' ARC RD. | MINOR ART | 20 | 0 | |
| | DALLAS-KAUFMAN C-L | 2/2 | C | 450 | 1991 DAC BOND PROG INTERIM |
| | MAJOR CONSTR. | 6.7 | D-FW | $ 450 | |
| DALLAS | MAPLE AVE. | DAL 2240 | LOCAL | $ 0 | SEP1995 |
| DALLAS | HUDNALL AVE. | MINOR ART | 20 | 0 | |
| DALLAS | SHELBY ST. | 4U4 | C | 2,500 | RECONSTRUCTION-PR OJECT |
| | MAJOR CONSTR. | 1.5 | D-FW | $ 2,500 | |
| DALLAS | MARKET CENTER BLVD. | DAL 2250 | LOCAL | $ 0 | SEP1995 |
| DALLAS | IH 35E | MINOR ART | 20 | 0 | |
| DALLAS | HARRY HINES BLVD. | 4U6 | C | 350 | PROJECT FUNDED BY CURRENT |
| | MAJOR CONSTR. | 0.3 | D-FW | $ 350 | |
| DALLAS | MARSH LN. | FBR 246 | LOCAL | $ 0 | SEP1995 |
| DALLAS | AT VALLEY VIEW LN. | PRIN ART | 20 | .0 | |
| FARMERS | | 6/6 | E,C | 250 | ADD TURN LANES RETIME SIGNALS |
| | SAFETY AND BETTERMENT | 0.2 | D-FW | $ 250 | |



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| DIST / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | PROGRAM / CATEGORY / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | MATTHEW RD. | DAC 1360 | LOCAL | $ 0 | 0CT1995 |
| DALLAS | FISH CREEK | MINOR ART | 20 | 0 | GRAND PRARIE |
| GRAND PRAIRIE | BUTTERFIELD RD. | 2/4 | E,C,R | 1,160 | |
| | MAJOR CONSTR. | 1.1 | D-FW | $ 1,160 | |
| DALLAS | MATTHEW RD. | GRP 470 | LOCAL | $ 0 | MAR1996 |
| DALLAS | FISH CREEEK | MINOR ART | 20 | 0 | PART 1:BUTTERFIELD |
| GRAND PRAIRIE | BUTTERFIELD RD. | 2/4 | E,C,R | 1,715 | TO FISH CK. |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 1.1 | D-FW | $ 1,715 | |
| DALLAS | MEYERS RD. | DAC 1390 | LOCAL | $ 0 | APR1996 |
| DALLAS | IH 30 | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND |
| GRAND PRAIRIE | OAKDALE RD. | 2/6 | C | 5,320 | PROG |
| | MAJOR CONSTR.,MAJOR REHAB. | 2.4 | D-FW | $ 5,320 | |
| DALLAS | MEYERS RD. | GRP 520 | LOCAL | $ 0 | MAR1996 |
| DALLAS | IH 30 | MINOR ART | 20 | 0 | DALLAS COUNTY |
| GRAND PRAIRIE | GRAND PRAIRIE C/L N. | 4/6 | E,C,R | 3,445 | PROJECT |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 0.7 | D-FW | $ 3,445 | |
| DALLAS | MIDDALE RD. | DUN 180 | LOCAL | $ 0 | SEP1995 |
| DALLAS | N. GREENSTONE LN. | COLLECTOR | 20 | 0 | CAP. IMPROVEMENTS |
| DUNCANVILLE | N. CEDAR RIDGE DR. | 2/2 | E,C | 360 | |
| | MAJOR REHAB. | 0.4 | D-FW | $ 360 | |
| DALLAS | MIDWAY RD | FBR 264 | LOCAL | $ 0 | NOV1996 |
| DALLAS | I.H. 635 | PRIN ART | 20 | 0 | ADD OUTSIDE LANES |
| FARMERS | SPRING VALLY RD | 6/8 | E,C,R | 2,000 | |
| | MAJOR CONSTRUCTION | 0.9 | D-FW | $ 2,000 | |
| D[illegible]S | MIDWAY RD. | DAL 2276 | LOCAL | $ 0 | SEP1995 |
| DALLAS | TRINITY MILLS RD. | PRIN ART | 20 | 0 | PROJECT FUNDED BY |
| DALLAS | S.H. 190 | 2U6 | E,C | 4,356 | CURRENT |
| | MAJOR CONSTR. | 2.0 | D-FW | $ 4,356 | |
| DALLAS | MILITARY PARKWAY SERV. RD. | DAL 2310 | LOCAL | $ 0 | SEP1995 |
| DALLAS | BUCKNER BLVD. | COLLECTOR | 20 | 0 | DALLAS COUNTY WITH |
| DALLAS | JIM MILLER RD. | 2D | C | 2,400 | CITY |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 2,400 | |
| DALLAS | MILITARY PARKWAY SERVICE RD. | DAC 9306 | LOCAL | $ 0 | FEB1996 |
| DALLAS | JIM MILLER RD. | MINOR ART | 20 | 0 | CONSTRUCTION |
| DALLAS | BUCKNER BLVD. | 2/2 | C | 1,731 | PHASE |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 1,731 | |
| DALLAS | MILLER RD. | DAC 1440 | LOCAL | $ 0 | SEP1995 |
| DALLAS | FIRST ST. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND |
| GARLAND | DALROCK RD. | 2/4 | E,C,R | 18,473 | PROG |
| | MAJOR CONSTR.,MAJOR REHAB. | 6.4 | D-FW | $ 18,473 | |
| DALLAS | MILLER'S FERRY RD. | DAC 1450 | LOCAL | $ 0 | JAN1996 |
| DALLAS | LANGDON RD. | MINOR ART | 20 | 0 | Part 1:1991 DAC BOND |
| HUTCHINS | BELT LINE RD. | 2/2 | E,C | 100 | PROG |
| | MAJOR CONSTR.,SAFETY AND BETTE | 5.8 | D-FW | $ 100 | |
| DALLAS | MISC STREET RECONSTRUCTION | DEN 173 | LOCAL | $ 0 | SEP1995 |
| DENTON | VARIOUS LOCATIONS | MINOR ART | 20 | 0 | Part 1:STREET |
| DENTON | | | E,C,R | 580 | REHABILITATION |
| | MAJOR REHAB. | 0.0 | D-FW | $ 580 | |
| DALLAS | MISC STREET RECONSTRUCTION | DEN 173 | LOCAL | $ 0 | SEP1996 |
| DENTON | VARIOUS LOCATIONS | MINOR ART | 20 | 0 | Part 2:STREET |
| D[illegible]N | | | E,C,R | 338 | REHABILITATION |
| | MAJOR REHAB. | 0.0 | D-FW | $ 338 | |



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|---|---|---|---|---|---|
| DALLAS | NORTH STAR RD | RIC 330 | LOCAL | $ 0 | SEP1995 |
| COLLIN | RICHARDSON C/L N. | MINOR ART | 20 | 0 | PRIVATE DEVELOPMENT |
| RICHARDSON | RENNER | 6 | E,C | 750 | |
| | MAJOR CONSTR. | 0.8 | D-FW | $ 750 | |
| DALLAS | PARK LN. | DAL 2612 | LOCAL | $ 0 | SEP1995 |
| DALLAS | BOEDECKER DR. | PRIN ART | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | N. CENTRAL EXPY. | 5-7U | C | 1,166 | |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 1,166 | |
| DALLAS | PAYNE DR. | DEN 310 | LOCAL | $ 0 | SEP1995 |
| DENTON | BONNIE BREA DR. | MINOR ART | 20 | 0 | |
| DENTON | I.H. 35 | 2 | E,C | 306 | |
| | MAJOR REHAB. | 0.9 | D-FW | $ 306 | |
| DALLAS | PRAIRIE CK. RD. | DAL 2866 | LOCAL | $ 0 | SEP1995 |
| DALLAS | 2850' S. OF FIRESIDE DR. | PRIN ART | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | ST. AUGUSTINE RD. | 6D | C | 2,800 | |
| | | 1.3 | D-FW | $ 2,800 | |
| DALLAS | PRAIRIE CREEK RD. | DAC 9310 | LOCAL | $ 0 | JAN1995 |
| DALLAS | FIRESIDE DR. | MINOR ART | 20 | 0 | CONSTRUCTION PHASE |
| DALLAS | IH 635 | 0/6 | C | 2,077 | |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 2,077 | |
| DALLAS | RAMONA AVE. | DAL 2882 | LOCAL | $ 0 | SEP1995 |
| DALLAS | KIEST BLVD. | COLLECTOR | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | ANN ARBOR AVE. | 4D | C | 1,400 | |
| | MAJOR CONSTR. | 0.9 | D-FW | $ 1,400 | |
| DALLAS | RED BIRD LN. | DAC 1740 | LOCAL | $ 0 | AUG1995 |
| DALLAS | COCKRELL HILL RD. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| DALLAS | DUNCANVILLE RD. | 2/6 | C | 1,820 | |
| | MAJOR CONSTR.,MAJOR REHAB. | 1.0 | D-FW | $ 1,820 | |
| DALLAS | RED BIRD LN. | DAL 2900 | LOCAL | $ 0 | SEP1995 |
| DALLAS | E. OF LAZY RIVER | COLLECTOR | 20 | 0 | PROJECT FUNDED BY FUTURE |
| DALLAS | LANCASTER | 4U | C | 2,250 | |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 2,250 | |
| DALLAS | RENNER RD. | RIC 389 | LOCAL | $ 0 | NOV1995 |
| COLLIN | BRAND RD | MINOR ART | 20 | 0 | PRIVATE DEVELOPMENT |
| RICHARDSON | TELECOM PKWY | 4 | E,C | 5,000 | |
| | MAJOR CONSTR. | 0.8 | D-FW | $ 5,000 | |
| DALLAS | SANDY LAKE RD. | CAR 340 | LOCAL | $ 0 | OCT1994 |
| DALLAS | AT IH 35E | MINOR ART | 20 | 0 | PART 1:WIDEN INTERCHANGE |
| CARROLLTON | | | C | 402 | |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 0.0 | D-FW | $ 402 | |
| DALLAS | SANDY LAKE RD. | COP 453 | LOCAL | $ 0 | SEP1996 |
| DALLAS | MACARTHUR BLVD. | MINOR ART | 20 | 0 | Part 1:ENGINEERING ONLY |
| COPPELL | DENTON TAP RD. | 4/4 | E | 600 | |
| | | 2.0 | D-FW | $ 600 | |
| DALLAS | SANTA FE TRAIL | DUN 141 | LOCAL | $ 0 | SEP1995 |
| DALLAS | W. DANIELDALE RD. | COLLECTOR | 20 | 0 | CAP. IMPROVEMENTS |
| DUNCANVILLE | ATHENIA WAY | 2/4 | E,C,R | 485 | |
| | MAJOR REHAB. | 0.3 | D-FW | $ 485 | |
| DALLAS | SH 342 (CORINTH) | DAC 8260 | LOCAL | $ 0 | APR1995 |
| DALLAS | 8TH ST. | PRIN ART | 20 | 0 | Part 1:1991 DAC BOND PROG |
| DALLAS | 11TH ST. | 4/6 | C | 1,479 | |
| | MAJOR CONSTR. | 0.2 | D-FW | $ 1,479 | |



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|---|---|---|---|---|---|
| DALLAS | SIGNAL PROJECTS | COP 460 | LOCAL | $ 0 | SEP1996 |
| DALLAS | AT VARIOUS LOCATIONS | MINOR ART | 20 | 0 | 4 SIGNAL PROJECTS |
| COPPELL | | | E,C | 384 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 384 | |
| DALLAS | SPRING VALLEY RD. | FBR 342 | LOCAL | $ 0 | SEP1995 |
| DALLAS | INWOOD RD. | MINOR ART | 20 | 0 | PART 1:ADD TWO OUTSIDE LANES |
| FARMERS | DALLAS PKWY. | 6/8 | E | 50 | |
| | MAJOR CONSTR. | 0.2 | D-FW | $ 50 | |
| DALLAS | SPRING VALLEY RD. | FBR 342 | LOCAL | $ 0 | SEP1995 |
| DALLAS | INWOOD RD. | MINOR ART | 20 | 0 | PART 2:ADD TWO OUTSIDE LANES |
| FARMERS | DALLAS PKWY. | 6/8 | C | 450 | |
| | MAJOR CONSTR. | 0.2 | D-FW | $ 450 | |
| DALLAS | STREET ASPHALT OVERLAYS | COP 520 | LOCAL | $ 0 | SEP1995 |
| DALLAS | AT VARIOUS LOCATIONS | COLLECTOR | 20 | 0 | VARIOUS ASPHALT OVERLAYS, |
| COPPELL | | | C | 250 | |
| | SAFETY AND BETTERMENT | 0.0 | D-FW | $ 250 | |
| DALLAS | SYLVAN AVE. | DAC 9314 | LOCAL | $ 0 | MAY1995 |
| DALLAS | W. COMMERCE ST. | MINOR ART | 20 | 0 | PRELIM. ENGINEERING ONLY |
| DALLAS | SINGLETON BLVD. | 4/6 | E | 700 | |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 700 | |
| DALLAS | SYLVAN BRIDGE OVER TRINITY | DAC 9315 | LOCAL | $ 0 | MAY1994 |
| DALLAS | CANADA DR. | MINOR ART | 20 | 0 | DESIGN ONLY |
| DALLAS | IRVING BLVD. | 2/6 | E | 771 | |
| | MAJOR CONSTR. | 0.7 | D-FW | $ 771 | |
| DALLAS | TRAFFIC CTRL IMPROVEMENTS | DEN 171 | LOCAL | $ 0 | SEP1995 |
| DENTON | AT VARIOUS LOCATIONS | PRIN ART | 20 | 0 | PART 1:INCLUDES PED. AND |
| DENTON | | | E,C,R | 297 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 297 | |
| DALLAS | TRAFFIC CTRL IMPROVEMENTS | DEN 171 | LOCAL | $ 0 | SEP1996 |
| DENTON | AT VARIOUS LOCATIONS | PRIN ART | 20 | 0 | PART 2:INCLUDES PED. AND |
| DENTON | | | E,C,R | 317 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 317 | |
| DALLAS | VALLEY PKWY. | LEW 130 | LOCAL | $ 0 | APR1995 |
| DENTON | PALISADES DR. | MINOR ART | 20 | 0 | |
| LEWISVILLE | FM 1171 | 4 | C | 2,200 | |
| | MAJOR REHAB. | 1.1 | D-FW | $ 2,200 | |
| DALLAS | VALLEY RIDGE BLVD. | LEW 150 | LOCAL | $ 0 | JUN1995 |
| DENTON | AT OLD ORCHARD LN. | COLLECTOR | 20 | 0 | |
| LEWISVILLE | | 4/4 | C | 90 | |
| | INTERSECTION IMPROVEMENTS | 0.0 | D-FW | $ 90 | |
| DALLAS | VALLEY VIEW LN. | DAC 2150 | LOCAL | $ 0 | OCT1995 |
| DALLAS | SH 161 (NEW) | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| IRVING | SH 183 | 2/4 | E,C | 3,575 | |
| | MAJOR CONSTR. | 4.7 | D-FW | $ 3,575 | |
| DALLAS | VARIOUS LOCATIONS | GRP 675 | LOCAL | $ 0 | JAN1995 |
| DALLAS | | MINOR ART | 20 | 0 | Part 1:CITY WIDE INTERCONNECT- |
| GRAND PRAIRIE | | | E,C | 120 | |
| | SIGNS OR ILLUM.,SAFETY AND BET | 0.0 | D-FW | $ 120 | |
| DALLAS | VARIOUS LOCATIONS | GRP 670 | LOCAL | $ 0 | AUG1995 |
| DALLAS | | MINOR ART | 20 | 0 | Part 1:CITY WIDE TRAFFIC |
| GRAND PRAIRIE | | | E,C,R | 654 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 654 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
DALLAS
DALLAS-FORT WORTH MPO

FY 1996
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS<br>DALLAS<br>GRAND PRAIRIE | VARIOUS LOCATIONS<br><br><br>MAJOR CONSTR.,SAFETY AND BETTE | GRP 674<br>MINOR ART<br><br>0.0 | LOCAL<br>20<br>E,C,R<br>D-FW | $ 0<br>0<br>217<br>$ 217 | MAR1995<br>PART 1:CITY WIDE INTERSECTION |
| DALLAS<br>DALLAS<br>GRAND PRAIRIE | VARIOUS LOCATIONS<br><br><br>SAFETY AND BETTERMENT | GRP 673<br>MINOR ART<br><br>0.0 | LOCAL<br>20<br>E,C<br>D-FW | $ 0<br>0<br>200<br>$ 200 | SEP1995<br>Part 1:CITY WIDE R.R. CROSSING |
| DALLAS<br>DALLAS<br>GRAND PRAIRIE | VARIOUS LOCATIONS<br><br><br>SIGNS OR ILLUM. | GRP 670<br>MINOR ART<br><br>0.0 | LOCAL<br>20<br>E,C,R<br>D-FW | $ 0<br>0<br>956<br>$ 956 | AUG1996<br>Part 2:CITY WIDE TRAFFIC |
| DALLAS<br>DALLAS<br>GRAND PRAIRIE | VARIOUS LOCATIONS<br><br><br>SIGNS OR ILLUM.,SAFETY AND BET | GRP 672<br>MINOR ART<br><br>0.0 | LOCAL<br>20<br>E,C<br>D-FW | $ 0<br>0<br>68<br>$ 68 | JAN1996<br>PART 2: WARNING FLASHER SOLAR |
| DALLAS<br>DALLAS<br>GRAND PRAIRIE | VARIOUS LOCATIONS<br><br><br>MAJOR CONSTR.,SAFETY AND BETTE | GRP 674<br>MINOR ART<br><br>0.0 | LOCAL<br>20<br>E,C,R<br>D-FW | $ 0<br>0<br>172<br>$ 172 | JUN1996<br>PART 2:CITY WIDE INTERSECTION |
| DALLAS<br>DALLAS<br>GRAND PRAIRIE | VARIOUS LOCATIONS<br><br><br>SAFETY AND BETTERMENT | GRP 673<br>MINOR ART<br><br>0.0 | LOCAL<br>20<br>E,C<br>D-FW | $ 0<br>0<br>200<br>$ 200 | JUN1996<br>Part 2:CITY WIDE R.R. CROSSING |
| DALLAS<br>DENTON<br>DENTON | VARIOUS SIDEWALKS/BIKEPATHS<br>VARIOUS LOCATIONS<br><br>SAFETY AND BETTERMENT | DEN 172<br>PRIN ART<br><br>0.0 | LOCAL<br>20<br>E,C,R<br>D-FW | $ 0<br>0<br>878<br>$ 878 | SEP1995<br>Part 1:SIDEWALKS/BIKEPAT |
| DALLAS<br>DENTON<br>DENTON | VARIOUS SIDEWALKS/BIKEPATHS<br>VARIOUS LOCATIONS<br><br>SAFETY AND BETTERMENT | DEN 172<br>PRIN ART<br><br>0.0 | LOCAL<br>20<br>E,C,R<br>D-FW | $ 0<br>0<br>134<br>$ 134 | SEP1996<br>Part 2:SIDEWALKS/BIKEPAT |
| DALLAS<br>DALLAS<br>HUTCHINS | WINTERGREEN RD.<br>LANCASTER-HUTCHINS RD.<br>MILLERS FERRY RD.<br>MAJOR CONSTR. | DAC 2290<br>MINOR ART<br>2/2<br>2.4 | LOCAL<br>20<br>C<br>D-FW | $ 0<br>0<br>320<br>$ 320 | JAN1996<br>1991 DAC BOND PROG INTERIM |
| DALLAS<br>DALLAS<br>DALLAS | WYCLIFF AVE.<br>IH 35E<br>HARRY HINES BLVD.<br>MAJOR CONSTR. | DAC 2300<br>MINOR ART<br>0/6<br>0.4 | LOCAL<br>20<br>C,R<br>D-FW | $ 0<br>0<br>2,800<br>$ 2,800 | MAR1996<br>Part 2:1991 DAC BOND PROG |



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Monday, October 16, 1995

| DIST<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | 190 TURNPIKE | TTA 203 | LOCAL | $ 18,500 | MAR1997 |
| DALLAS | SH 78 | FWY | 20 | 0 | |
| CARROLLTON | IH 35E | 0/4 | E,C,R | 48,400 | |
| | PHASE 2B- SHILOH RD TO BRAND | 3.2 | D-FW | $ 66,900 | |
| DALLAS | 190 TURNPIKE | TTA 204 | LOCAL | $ 69,300 | SEP1997 |
| DALLAS | SH 78 | FWY | 20 | 0 | |
| CARROLLTON | IH 35E | 0/4 | E,C,R | 181,200 | |
| | PHASE 3- IH 35E TO DICKINSON | 5.3 | D-FW | $ 250,500 | |
| DALLAS | BEAR CREEK RD. | DAC 180 | LOCAL | $ 0 | SEP1996 |
| DALLAS | COCKRELL HILL RD. | MINOR ART | 20 | 0 | Part 2:1991 DAL COUNTY BOND PR |
| GLENN HEIGHTS | IH 35E | 2/2 | C | 400 | |
| | MAJOR CONSTR. | 4.0 | D-FW | $ 400 | |
| DALLAS | BERRY RD. | DAC 412 | LOCAL | $ 0 | SEP1996 |
| DALLAS | SCYENE RD. | MINOR ART | 20 | 0 | 1991 DAC BOND PROG INTERIM |
| MESQUITE | LAWSON RD. | 2/2 | C | 90 | |
| | MAJOR CONSTR. | 2.4 | D-FW | $ 90 | |
| DALLAS | BLACKBURN RD. | DAC 420 | LOCAL | $ 0 | MAR1997 |
| DALLAS | MURPHY RD. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| GARLAND | TELECOM | 2/4 | C | 3,388 | |
| | MAJOR CONSTR. | 3.1 | D-FW | $ 3,388 | |
| DALLAS | CARTWRIGHT RD. | DAC 502 | LOCAL | $ 0 | SEP1996 |
| DALLAS | FAITHON P. LUCAS RD. | MINOR ART | 20 | 0 | 1991 DAC BOND PROG INTERIM |
| MESQUITE | LAWSON RD. | 2/2 | C | 55 | |
| | MAJOR CONSTR. | 1.4 | D-FW | $ 55 | |
| DALLAS | COCKRELL HILL RD. | DAC 520 | LOCAL | $ 0 | JAN1997 |
| DALLAS | BEAR CK. RD. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| DESOTO | WINTERGREEN RD. | 2/6 | C | 3,130 | |
| | MAJOR CONSTR. | 4.0 | D-FW | $ 3,130 | |
| DALLAS | DOWDY FERRY RD. BRIDGES | DAC 599 | LOCAL | $ 0 | SEP1996 |
| DALLAS | AT TRINITY RIVER | MINOR ART | 20 | 0 | Part 1:1991 DAC BOND PROG |
| | | 2/6 | E,C | 1 | |
| | MAJOR CONSTR. | 0.0 | D-FW | $ 1 | |
| DALLAS | FARMERS RD. | DAC 628 | LOCAL | $ 0 | SEP1996 |
| DALLAS | SIMONDS RD. | COLLECTOR | 20 | 0 | 1991 DAC BOND PROG INTERIM |
| | MAY RD. | 2/2 | C | 45 | |
| | MAJOR CONSTR. | 0.9 | D-FW | $ 45 | |
| DALLAS | FULGHUM RD. | DAC 682 | LOCAL | $ 0 | SEP1996 |
| DALLAS | GOODE RD. | COLLECTOR | 20 | 0 | 1991 DAC BOND PROG INTERIM |
| | POST OAK RD. | 2/2 | C | 180 | |
| | MAJOR CONSTR. | 1.6 | D-FW | $ 180 | |
| DALLAS | HASKELL AVE. | DAC 770 | LOCAL | $ 0 | NOV1996 |
| DALLAS | E. GRAND AVE. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| DALLAS | FITZHUGH AVE. | 4/6 | C | 2,250 | |
| | MAJOR CONSTR. | 0.6 | D-FW | $ 2,250 | |
| DALLAS | HUNTER FERRELL RD. | DAC 810 | LOCAL | $ 0 | SEP1996 |
| DALLAS | BELT LINE RD. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| | LOOP 12 | 2/4 | C | 1,400 | |
| | MAJOR CONSTR.,MAJOR REHAB. | 4.7 | D-FW | $ 1,400 | |
| DALLAS | INCIDENT DETECT & RESPONSE | DAC 9110 | LOCAL | $ 0 | SEP1996 |
| DALLAS | ON VARIOUS ROUTES | PRIN ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| | IN DALLAS COUNTY | | E,C | 3,800 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 3,800 | |

NOTE: For the Texas Turnpike Authority S.H. 190 Turnpike projects, the federal funds represent a loan from the TEO45 federal loan program. The funding categories from which the federal funds will be obligated will be established by the Texas Transportation Commission.

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Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | INTERSECTION IMPROVEMENTS | DEN 170 | LOCAL | $ 0 | SEP1997 |
| DENTON | AT VARIOUS LOCATIONS | MINOR ART | 20 | 0 | Part 3:TURN LANES |
| DENTON | | | E,C,R | 237 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 237 | |
| DALLAS | JEFFERSON BLVD. | DAC 842 | LOCAL | $ 0 | JUN1997 |
| DALLAS | COCKRELL HILL E. C.L. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| COCKRELL HILL | COCKRELL HILL W. C.L. | 4/4 | E,C | 455 | |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 455 | |
| DALLAS | JEFFERSON BLVD. | DAC 9301 | LOCAL | $ 0 | DEC1996 |
| DALLAS | SEVENTH ST. | MINOR ART | 20 | 0 | CONSTRUCTION PHASE |
| DALLAS | COLORADO BLVD. | 3/6 | E,C | 1,000 | |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 1,000 | |
| DALLAS | LANCASTER-HUTCHINS RD. | DAC 9304 | LOCAL | $ 0 | SEP1996 |
| DALLAS | WINTERGREEN RD. | MINOR ART | 20 | 0 | INTERIM IMPROVEMENTS |
| HUTCHINS | MAIN ST. | 2/2 | C | 200 | |
| | MAJOR CONSTR., MAJOR REHAB. | 2.9 | D-FW | $ 200 | |
| DALLAS | LANDSCAPE MAJOR ENTRYWAYS | DEN 174 | LOCAL | $ 0 | SEP1997 |
| DENTON | VARIOUS LOCATIONS | MINOR ART | 20 | 0 | PART 3:MEDIAN LANDSCAPING ON |
| DENTON | | | E,C | 168 | |
| | LANDSCAPING | 0.0 | D-FW | $ 168 | |
| DALLAS | LASATER RD. | DAC 968 | LOCAL | $ 0 | SEP1996 |
| DALLAS | DALLAS C.L. | MINOR ART | 20 | 0 | 1991 DAC BOND PROG INTERIM |
| | SIMONDS RD. | 2/2 | C | 90 | |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 90 | |
| DALLAS | LAWSON RD. | DAC 972 | LOCAL | $ 0 | SEP1996 |
| DALLAS | U.P. RAILROAD | MINOR ART | 20 | 0 | 1991 DAC BOND PROG INTERIM |
| MESQUITE | BERRY RD. | 2/2 | C | 310 | |
| | MAJOR CONSTR. | 2.3 | D-FW | $ 310 | |
| DALLAS | MISC STREET RECONSTRUCTION | DEN 173 | LOCAL | $ 0 | SEP1997 |
| DENTON | VARIOUS LOCATIONS | MINOR ART | 20 | 0 | Part 3:STREET REHABILITATION |
| DENTON | | | E,C,R | 338 | |
| | MAJOR REHAB. | 0.0 | D-FW | $ 338 | |
| DALLAS | MISC STREET RECONSTRUCTION | DEN 173 | LOCAL | $ 0 | SEP1997 |
| DENTON | VARIOUS LOCATIONS | MINOR ART | 20 | 0 | Part 4:STREET REHABILITATION |
| DENTON | | | E,C,R | 580 | |
| | MAJOR REHAB. | 0.0 | D-FW | $ 580 | |
| DALLAS | McDERMOTT(F.M. 2170) | ALN 149 | LOCAL | $ 0 | MAR1997 |
| COLLIN | ALLEN HEIGHTS RD | MINOR ART | 20 | 0 | |
| ALLEN | F.M. 2551 | 2/6 | E,C,R | 2,700 | |
| | MAJOR CONSTRUCTION | 1.1 | D-FW | $ 2,700 | |
| DALLAS | McDERMOTT(F.M. 2170) | ALN 147 | LOCAL | $ 0 | AUG1997 |
| COLLIN | U.S. 75 | MINOR ART | 20 | 0 | |
| ALLEN | CUSTER RD (F.M. 2478) | 2/6 | E,C,R | 10,000 | |
| | MAJOR CONSTRUCTION | 3.2 | D-FW | $ 10,000 | |
| DALLAS | PAYNE DR | DEN 311 | LOCAL | $ 0 | SEP1997 |
| DENTON | | MINOR ART | 20 | 0 | |
| DENTON | | 2 | E,C,R | 240 | |
| | UNKNOWN | 0.9 | D-FW | $ 240 | |
| DALLAS | PIONEER RD. | DAC 1620 | LOCAL | $ 0 | SEP1996 |
| DALLAS | E. GATE RD. | MINOR ART | 20 | 0 | Part 1:1991 DAC BOND PROG |
| | BRUTON RD. | 2/6 | E,C | 1 | |
| | MAJOR CONSTR. | 1.7 | D-FW | $ 1 | |



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|---|---|---|---|---|---|
| DALLAS | RESTLAND RD. | DAC 1760 | LOCAL | $ 0 | SEP1996 |
| DALLAS | IH 635 | MINOR ART | 20 | 0 | PROJ. 409.0 1985 DAC |
| DALLAS | FLOYD RD. | 2/4 | C | 300 | |
| | MAJOR CONSTR. | 0.6 | D-FW | $ 300 | |
| DALLAS | RINEY RD | DEN 321 | LOCAL | $ 0 | SEP1997 |
| DENTON | | COLLECTOR | 20 | 0 | |
| DENTON | | 2/2 | E,C,R | 110 | |
| | UNKNOWN | 0.1 | D-FW | $ 110 | |
| DALLAS | ROBINSON RD. | GRP 600 | LOCAL | $ 0 | JAN1997 |
| DALLAS | SPUR 303 | MINOR ART | 20 | 0 | NEW 4-LANE UNDIVIDED FACILITY |
| GRAND PRAIRIE | WARRIOR TR. | 2/4 | E,C,R | 3,268 | |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 0.8 | D-FW | $ 3,268 | |
| DALLAS | ROWLETT RD | GAR 350 | LOCAL | $ 0 | JAN1997 |
| DALLAS | BROADWAY BLVD | MINOR ART | 20 | 0 | |
| GARLAND | LAKE RAY HUBBARD | 0/4 | E,C | 1,600 | |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 2.8 | D-FW | $ 1,600 | |
| DALLAS | SANDY LAKE RD. | COP 440 | LOCAL | $ 0 | JAN1997 |
| DALLAS | AT MACARTHUR BLVD. | MINOR ART | 20 | 0 | INTERSECTION CAPACITY |
| COPPELL | | | C | 860 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 860 | |
| DALLAS | SANDY LAKE RD. | DAC 1980 | LOCAL | $ 0 | SEP1996 |
| DALLAS | COPPELL CITY LIMIT | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| DALLAS | CARROLLTON CITY LIMIT | 2/4 | C | 7,665 | |
| | MAJOR CONSTR.,SIGNS OR ILLUM. | 0.3 | D-FW | $ 7,665 | |
| DALLAS | SANDY LAKE RD. | DAC 1970 | LOCAL | $ 0 | SEP1996 |
| DALLAS | COPPELL E. CITY LIMITS | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| COPPELL | MACARTHUR | 2/6 | C | 2,832 | |
| | MAJOR CONSTR.,SIGNS OR ILLUM., | 1.0 | D-FW | $ 2,832 | |
| DALLAS | SANDY LAKE RD. | COP 453 | LOCAL | $ 0 | JAN1997 |
| DALLAS | MACARTHUR BLVD. | MINOR ART | 20 | 0 | Part 2:CONSTRUCTION & R O W. |
| COPPELL | DENTON TAP RD. | 4/6 | C,R | 7,500 | |
| | | 2.0 | D-FW | $ 7,500 | |
| DALLAS | SANDY LAKE RD./WHITLOCK LN. | DAC 1990 | LOCAL | $ 0 | NOV1996 |
| DALLAS | CARROLLTON C.L. W. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| CARROLLTON | OLD DENTON DR. | 2/6 | C | 4,970 | |
| | MAJOR CONSTR.,SIGNS OR ILLUM., | 1.6 | D-FW | $ 4,970 | |
| DALLAS | SIMONDS RD. | DAC 2042 | LOCAL | $ 0 | SEP1996 |
| DALLAS | CLOVERHILL RD. | MINOR ART | 20 | 0 | Part 1:1991 DAC BOND PROG |
| | US 175 | 2/4 | E,C | 1 | |
| | MAJOR CONSTR. | 0.9 | D-FW | $ 1 | |
| DALLAS | SIMONDS RD. | DAC 2044 | LOCAL | $ 0 | SEP1996 |
| DALLAS | LASATER RD. | MINOR ART | 20 | 0 | 1991 DAC BOND PROG INTERIM |
| | US 175 | 2/2 | C | 185 | |
| | MAJOR CONSTR. | 1.5 | D-FW | $ 185 | |
| DALLAS | SINGLETON BLVD. | DAC 2048 | LOCAL | $ 0 | NOV1996 |
| DALLAS | HAMPTON RD. | MINOR ART | 20 | 0 | Part 2:1991 DAC BOND PROG |
| DALLAS | CANADA DR. | 2/6 | C | 15,000 | |
| | MAJOR CONSTR. | 1.7 | D-FW | $ 15,000 | |
| DALLAS | TRAFFIC CTRL IMPROVEMENTS | DEN 171 | LOCAL | $ 0 | SEP1997 |
| DENTON | AT VARIOUS LOCATIONS | PRIN ART | 20 | 0 | PART 3:INCLUDES PED. AND |
| DENTON | | | E,C,R | 317 | |
| | SIGNS OR ILLUM. | 0.0 | D-FW | $ 317 | |



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|---|---|---|---|---|---|
| DALLAS<br>DALLAS<br>GRAND PRAIRIE | VARIOUS LOCATIONS<br><br><br>SIGNS OR ILLUM.,SAFETY AND BET | GRP 675<br>MINOR ART<br><br>0.0 | LOCAL<br>20<br>E,C<br>D-FW | $ 0<br>0<br>118<br>$ 118 | JAN1997<br>Part 2:CITY WIDE INTERCONNECT- |
| DALLAS<br>DALLAS<br>GRAND PRAIRIE | VARIOUS LOCATIONS<br><br><br>SAFETY AND BETTERMENT | GRP 673<br>MINOR ART<br><br>0.0 | LOCAL<br>20<br>E,C<br>D-FW | $ 0<br>0<br>200<br>$ 200 | JUN1997<br>PART 3:R. R. GRADE SURFACE |
| DALLAS<br>DENTON<br>DENTON | VARIOUS SIDEWALKS/BIKEPATHS<br>VARIOUS LOCATIONS<br><br>SAFETY AND BETTERMENT | DEN 172<br>PRIN ART<br><br>0.0 | LOCAL<br>20<br>E,C,R<br>D-FW | $ 0<br>0<br>415<br>$ 415 | SEP1997<br>Part 3:SIDEWALKS/BIKEPAT |
| DALLAS<br>DALLAS<br>RICHARDSON | WOODALL RD.<br>UNDERPASS<br>AT R.R.<br>MAJOR CONSTR. | RIC 130<br>COLLECTOR<br>4<br>0.3 | LOCAL<br>20<br>E,C,R<br>D-FW | $ 0<br>0<br>1,635<br>$ 1,635 | SEP1997<br>DART UNDERPASS UNDER R.R. |



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|---|---|---|---|---|---|
| DALLAS | ALMA RD | ALN 124 | LOCAL | $ 0 | JUN1998 |
| COLLIN | BETHANY RD | MINOR ART | 20 | 0 | WITH BRIDGE |
| ALLEN | HEDGECOXE RD | 0/4 | E,C,R | 2,622 | |
| | MAJOR CONSTRUCTION | 0.7 | D-FW | $ 2,622 | |
| DALLAS | AVE A PAVING | DEN 152 | LOCAL | $ 0 | SEP1998 |
| DENTON | | COLLECTOR | 20 | 0 | |
| DENTON | | 2/2 | E,C,R | 118 | |
| | | 0.2 | D-FW | $ 118 | |
| DALLAS | BETHANY RD | ALN 110 | LOCAL | $ 0 | JUN1998 |
| COLLIN | US 75 | MINOR ART | 20 | 0 | WESTBOUND LANES |
| ALLEN | WATTERS BRANCH | 0/2 | E,C,R | 270 | |
| | MAJOR CONSTRUCTION | 0.3 | D-FW | $ 270 | |
| DALLAS | BETHANY RD | ALN 115 | LOCAL | $ 0 | JUN1998 |
| COLLIN | WATTERS RD | MINOR ART | 20 | 0 | WESTBOUND LANES |
| ALLEN | ALMA RD | 0/2 | E,C,R | 1,270 | |
| | MAJOR CONSTRUCTION | 0.8 | D-FW | $ 1,270 | |
| DALLAS | BRAND RD. | DAC 444 | LOCAL | $ 0 | SEP1997 |
| DALLAS | BELT LINE RD. | MINOR ART | 20 | 0 | Part 1:1991 DAC BOND |
| GARLAND | DALLAS-COLLIN C.L. | 2/6 | E | 1 | PROG |
| | MAJOR CONSTR. | 3.6 | D-FW | $ 1 | |
| DALLAS | COLLINS ST. PAVING | DEN 128 | LOCAL | $ 0 | SEP1998 |
| DENTON | US 77 | COLLECTOR | 20 | 0 | |
| DENTON | US 377 | 2 | E,C,R | 690 | |
| | MAJOR CONSTRUCTION | 0.8 | D-FW | $ 690 | |
| DALLAS | EXCHANGE PKWY | ALN 140 | LOCAL | $ 0 | JUN1998 |
| COLLIN | SH 5 | MINOR ART | 20 | 0 | NORTHBOUND LANES |
| ALLEN | MALONE RD | 0/2 | E,C,R | 1,080 | |
| | MAJOR CONSTRUCTION | 1.4 | D-FW | $ 1,080 | |
| DALLAS | IH 30 RAMPS & SERVICE | DAC 8010 | LOCAL | $ 0 | SEP1997 |
| DALLAS | ROADS AT FAIR PARK | INTERSTATE | 20 | 0 | 1991 DAC BOND |
| DALLAS | | | C,R | 2,500 | PROGRAM PARTICPA |
| | MAJOR CONSTR. | 0.0 | D-FW | $ 2,500 | |
| DALLAS | LAKERIDGE PKWY. | GRP 430 | LOCAL | $ 0 | JAN1998 |
| DALLAS | TARRANT-DALLAS C-L | MINOR ART | 20 | 0 | NEW 4-LANE DIVIDED |
| GRAND PRAIRIE | IH-20 EB FRNT. RD. | 0/4 | E,C,R | 10,090 | FACILITY |
| | MAJOR CONSTR. | 1.2 | D-FW | $ 10,090 | |
| DALLAS | LANDSCAPE MAJOR ENTRYWAYS | DEN 174 | LOCAL | $ 0 | SEP1998 |
| DENTON | VARIOUS LOCATIONS | MINOR ART | 20 | 0 | PART 4:MEDIAN |
| DENTON | | | E,C | 249 | LANDSCAPING ON |
| | LANDSCAPING | 0.0 | D-FW | $ 249 | |
| DALLAS | MOCKINGBIRD LN | DEN 176 | LOCAL | $ 0 | SEP1998 |
| DENTON | | COLLECTOR | 20 | 0 | |
| DENTON | | 2/2 | E,C,R | 166 | |
| | UNKNOWN | 0.2 | D-FW | $ 166 | |
| DALLAS | NORTHWEST HWY. | DAC 1506 | LOCAL | $ 0 | SEP1997 |
| DALLAS | SH 78 (GARLAND RD.) | PRIN ART | 20 | 0 | Part 1:1991 DAC BOND |
| DALLAS | IH 635 | 4/6 | C | 1,120 | PROG |
| | MAJOR CONSTR. | 0.2 | D-FW | $ 1,120 | |
| DALLAS | PAYNE DR. | DEN 310 | LOCAL | $ 0 | SEP1998 |
| DENTON | BONNIE BREA DR. | MINOR ART | 20 | 0 | |
| DENTON | I.H. 35 | 2 | E,C | 240 | |
| | MAJOR REHAB. | 0.9 | D-FW | $ 240 | |



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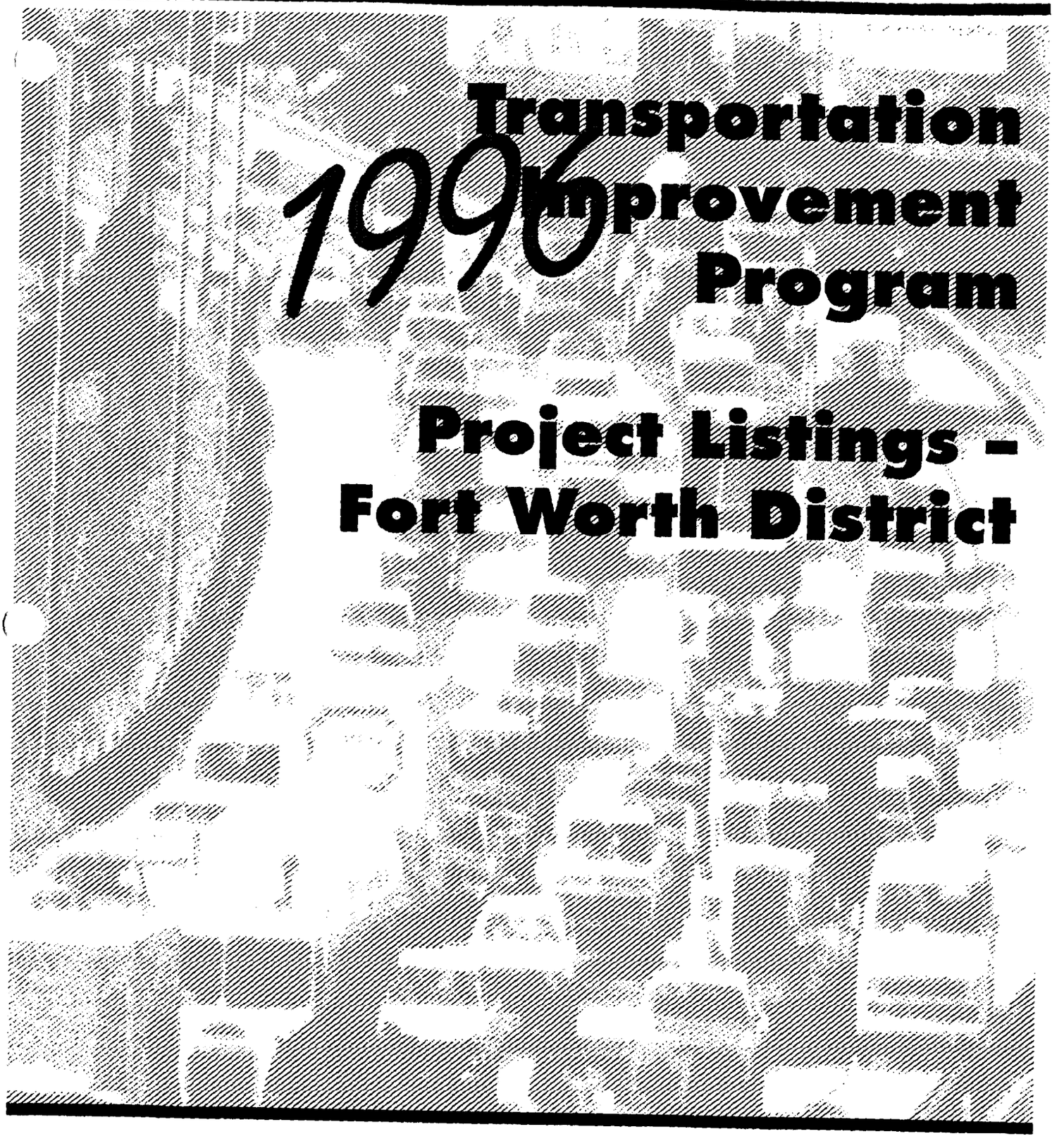
FY 1998
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| DALLAS | PEACHTREE RD. | DAC 1570 | LOCAL | $ 0 | SEP1996 |
| DALLAS | US 175 | MINOR ART | 20 | 0 | Part 1:1991 DAC BOND PROG |
| BALCH SPRINGS | BRUTON RD. | 2/2 | E,C | 140 | |
| | MAJOR CONSTR. | 3.7 | D-FW | $ 140 | |
| DALLAS | RINEY RD. | DEN 320 | LOCAL | $ 0 | SEP1998 |
| DENTON | US 77 | COLLECTOR | 20 | 0 | |
| DENTON | BONNIE BREA DR. | 2/2 | E,C | 110 | |
| | MAJOR REHAB. (PAVING) | 0.1 | D-FW | $ 110 | |
| DALLAS | SANDY LAKE RD. | COP 455 | LOCAL | $ 0 | SEP1998 |
| DALLAS | DENTON TAP RD. | MINOR ART | 20 | 0 | Part 1:ENGINEERING |
| COPPELL | SH 121 | 4/6 | E | 600 | |
| | | 2.3 | D-FW | $ 600 | |
| DALLAS | VARIOUS LOCATIONS | GRP 672 | LOCAL | $ 0 | MAR1998 |
| DALLAS | | MINOR ART | 20 | 0 | PART 3: WARNING FLASHER SOLAR |
| GRAND PRAIRIE | | | E,C | 68 | |
| | SIGNS OR ILLUM.,SAFETY AND BET | 0.0 | D-FW | $ 68 | |
| DALLAS | VARIOUS SIDEWALKS/BIKEPATHS | DEN 172 | LOCAL | $ 0 | SEP1998 |
| DENTON | VARIOUS LOCATIONS | PRIN ART | 20 | 0 | Part 4:SIDEWALKS/BIKEPAT |
| DENTON | | | E,C,R | 925 | |
| | SAFETY AND BETTERMENT | 0.0 | D-FW | $ 925 | |
| DALLAS | WILLOWWOOD DR | DEN 174 | LOCAL | $ 0 | SEP1998 |
| DENTON | | MINOR ART | 20 | 0 | |
| DENTON | | 2/2 | E,C,R | 745 | |
| | PAVING & DRAINAGE | 1.0 | D-FW | $ 745 | |
| DALLAS | WOODALL RD. | RIC 440 | LOCAL | $ 0 | SEP1998 |
| DALLAS | GREENVILLE AVE. | COLLECTOR | 20 | 0 | DART TO RICHARDSON |
| RICHARDSON | US 75 | 4 | E,C | 442 | |
| | MAJOR CONSTR. | 0.2 | D-FW | $ 442 | |



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# 1996 Transportation Improvement Program

## Project Listings - Fort Worth District

# VII. FORT WORTH DISTRICT

## FEDERALLY FUNDED

## HIGHWAY PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1996

September 14, 1995

| DISTRICT<br>C[illegible]ITY<br>C[illegible] | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | IH 30 | TXDOT | IH-M | $ 8,469,699 | 95 / 10 |
| TARRANT | IH 820 | 1 | 2 | 941,077 | |
| | DALLAS COUNTY LINE | 6 | C,E | 0 | |
| 1068-02-093 | UPGRADE FREEWAY, REPLACE COTTONWOOD | 4.224 | 1106 | $ 9,410,777 | |
| FORT WORTH | IH 35W | 0 | IH-M | $ 0 | 95 / 10 |
| TARRANT | IH 820 | 1 | 2 | 0 | |
| | SH 183 | 4 | E | 0 | |
| 0014-16-908 | PRELIMINARY ENGINEERING | 2.800 | 1106 | $ 1 | |
| FORT WORTH | IH 820 | 0 | IH-M | $ 0 | 95 / 10 |
| TARRANT | INTCHG W/SH 121 & SH 183 | 1 | 2 | 0 | |
| | . | 4 | E | 0 | |
| 0008-13-122 | PE FOR INTERCHANGE IMPROVEMENTS & | 0.100 | 1106 | $ 0 | |
| FORT WORTH | IH 820 | 0 | IH-M | $ 0 | 95 / 10 |
| TARRANT | SOUTH INTERCHANGE SH 121 | 1 | 2 | 0 | |
| | RANDOL MILL ROAD | 4 | E | 0 | |
| 0008-13-901 | PRELIMINARY ENGINEERING | 1.900 | 1106 | $ 1 | |
| FORT WORTH | IH 820 | 0 | IH-M | $ 0 | 95 / 10 |
| TARRANT | MEADOWBROOK DR | 1 | 2 | 0 | |
| | US 287 | 4 | E | 0 | |
| 0008-13-904 | PRELOMINARY ENGINEERING | 3.900 | 1106 | $ 1 | |
| FORT WORTH | IH 820 | 0 | IH-M | $ 0 | 95 / 10 |
| TARRANT | IH 35W | 1 | 2 | 0 | |
| | SH 26 | 4 | E | 0 | |
| 0008-14-907 | PRELININARY ENGINEERING | 5.700 | 1106 | $ 1 | |
| FORT WORTH | FM 157 | TXDOT | NHS-M | $ 529,840 | 96 / 04 |
| [illegible]NT | ABRAM ST | 3 | 3A | 132,460 | |
| | BORDER ST | 4 | C,E | 0 | |
| 0747-04-041 | WIDEN 4 LANE TO 6 LANE DIVIDED URBAN | 0.167 | 1106 | $ 662,300 | |
| FORT WORTH | FM 157 | TXDOT | NHS-M | $ 1,190,400 | 96 / 04 |
| TARRANT | MITCHELL ST | 3 | 3A | 297,600 | |
| | PARK ROW | 4 | C,E | 0 | |
| 0747-04-042 | WIDEN 4 LANE TO 6 LANE DIVIDED URBAN | 0.500 | 1106 | $ 1,488,000 | |
| FORT WORTH | IH 820 | TXDOT | NHS-M | $ 0 | 95 / 10 |
| TARRANT | AT INTCHG W/SH 26 & FM 1938 | 1 | 3A | 0 | |
| | . | 4 | E | 0 | |
| 0008-14-057 | INTERCHANGE IMPROVEMENTS, 10 MAIN LANES | 0.100 | 1106 | $ 0 | |
| FORT WORTH | SH 199 | 0 | NHS-M | $ 0 | 95 / 10 |
| TARRANT | 0.3 MI S OF FM 1886 | 3 | 3A | 0 | |
| | N END OF LAKE WORTH BR | 4 | E | 0 | |
| 0171-04-901 | PRELIMINARY ENGINEERING | 1.712 | 1106 | $ 1 | |
| FORT WORTH | SH 199 | 0 | NHS-M | $ 0 | 95 / 10 |
| TARRANT | LAKE WORTH BRIDGE | 3 | 3A | 0 | |
| | PROP SH 121 IN FORT WORTH | 4 | E | 0 | |
| 0171-05-901 | PRELIMINARY ENGINEERING | 7.200 | 1106 | $ 1 | |
| FORT WORTH | US 287 | 0 | NHS-M | $ 0 | 95 / 10 |
| TARRANT | 0.2 MI NORTH OF S.P. RR., SOUTH | 2 | 3A | 0 | |
| | JOHNSON COUNTY LINE | 4 | E | 0 | |
| 0172-09-901 | PRELIMINARY ENGINEERING | 0.990 | 1106 | $ 1 | |
| FORT WORTH | US 287 | 7 | NHS-M | $ 0 | 95 / 10 |
| JOHNSON | TARRANT COUNTY LINE, SOUTH | 3 | 3A | 0 | |
| | COUNTY ROAD 521 | 4 | E | 0 | |
| 0172-10-901 | PRELIMINARY ENGINEERING | 0.924 | 1106 | $ 1 | |
| [illegible]ORTH | VA | | STP-SA | $ 400,000 | 95 / 10 |
| TARRANT | VARIOUS HIGHWAYS IN DISTRICT | 3 | 4A | 100,000 | |
| | . | 0 | C,E | 0 | |
| 0902-00-901 | STP SAFETY-HAZARD ELIMINATION, FEDERAL | 0.001 | 1106 | $ 500,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1996

September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | FM 4 | | STP-SA | $ 80,000 | 99 / 12 |
| JOHNSON | ATSF AT FM 4 | 7 | 4A | 20,000 | |
| | DOT 023 166U | 0 | C,E | 0 | |
| 0712-01-901 | RAILROAD SIGNALS | 0.001 | 1106 | $ 100,000 | |
| FORT WORTH | CR | | STP-SA | $ 72,000 | 96 / 08 |
| TARRANT | AT BLUE MOUND RD & BN RR N OF SAGINAW | 7 | 4A | 18,000 | |
| | (DOT# 274 640G) | 0 | C,E | 0 | |
| 0902-48-919 | RAILROAD CROSSING SIGNALS | 0.001 | 1106 | $ 90,000 | |
| FORT WORTH | CS | | STP-SA | $ 96,000 | 99 / 12 |
| TARRANT | ATSF RR AT 38TH ST | 7 | 4A | 24,000 | |
| | DOT 020 528T | 0 | C,E | 0 | |
| 0902-48-969 | RAILROAD SIGNALS | 0.001 | 1106 | $ 120,000 | |
| FORT WORTH | CS | | STP-SA | $ 80,000 | 99 / 12 |
| TARRANT | UP RR AT ARLINGTON-BEDFORD RD. | 7 | 4A | 20,000 | |
| | DOT 589 355E | 0 | C,E | 0 | |
| 0902-48-970 | RAILROAD SIGNALS | 0.001 | 1106 | $ 100,000 | |
| FORT WORTH | CS | | STP-SA | $ 80,000 | 99 / 12 |
| TARRANT | UP RR AT AVE. K | 7 | 4A | 20,000 | |
| | DOT 849 016V | 0 | C,E | 0 | |
| 0902-48-971 | RAILROAD SIGNALS | 0.001 | 1106 | $ 100,000 | |
| FORT WORTH | CS | | STP-SA | $ 72,000 | 99 / 12 |
| JOHNSON | ATSF RR AT ORAN ST | 7 | 4A | 18,000 | |
| | DOT 021 857V | 0 | C,E | 0 | |
| 0902-50-918 | RAILROAD SIGNALS | 0.001 | 1106 | $ 90,000 | |
| FORT WORTH | CR | | STP-SA | $ 72,000 | 99 / 12 |
| JOHNSON | ATSF RR AT CR W. OF VENUS | 7 | 4A | 18,000 | |
| | DOT 021 887M | 0 | C,E | 0 | |
| 0902-50-919 | RAILROAD SIGNALS | 0.001 | 1106 | $ 90,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 2,760,260 | 96 / 06 |
| TARRANT | W FORK OF TRINITY RIVER AT MARINE CREEK | 0 | 4B | 0 | |
| | INTRASTATE 20 | 0 | C,E | 733,740 | |
| 0902-48-208 | DESIGN AND CONSTRUCT 26,000 LINEAR FEET | 5.900 | 1106 | $ 3,494,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 585,000 | 96 / 01 |
| TARRANT | HOLIDAY @ IH 820 @ RICHLAND HIGH SCHOOL | 0 | 4B | 0 | |
| | SH 26 @ CARDINAL/CANNON @ TAR CO JR COL | 0 | C,E | 165,000 | |
| 0902-48-211 | CONSTRUCT MULTI-USE TRAIL ALONG | 2.900 | 1106 | $ 750,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 45,629 | 95 / 10 |
| TARRANT | SMITHFIELD RD | 0 | 4B | 0 | |
| | PRECINCT LINE RD | 0 | C,E | 45,629 | |
| 0902-48-212 | EXPANSION TO EXISTING SHOULDERS ON BOTH | 1.666 | 1106 | $ 91,258 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 72,680 | 96 / 01 |
| TARRANT | SH 360 | 0 | 4B | 0 | |
| | 850' E OF SH 360 | 0 | C,E | 19,320 | |
| 0902-48-214 | INSTALLATION OF LANDSCAPING WITHIN THE | 0.160 | 1106 | $ 92,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 70,400 | 96 / 07 |
| TARRANT | HISTORIC SITE ADJACENT TO MAIN ST/SP 103 | 0 | 4B | 0 | |
| | . | 0 | C,E | 39,600 | |
| 0902-48-217 | RESTORATION OF COTTON BELT SECTION | 0.001 | 1106 | $ 110,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 23,052 | 95 / 10 |
| JOHNSON | AT CARNEGIE LIBRARY IN CLEBURNE | 3 | 4B | 0 | |
| | . | 0 | C,E | 6,127 | |
| 0902-50-056 | RESTORATION OF HISTORIC BUILDING | 0.001 | 1106 | $ 29,180 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 244,900 | 96 / 08 |
| TARRANT | IN ARLINGTON ALONG JOHNSON CRK FROM | 3 | 4B | 0 | |
| | RANDOL MILL RD TO UTA | 0 | C,E,R | 65,100 | |
| 0902-48-302 | RIGHT OF WAY ACQUISITION | 3.000 | 1106 | $ 310,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1996

September 14, 1995

| DISTRICT / COUNTY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | BU 287P | COG # 1762 | STP-MM | $ 1,251,497 | 96 / 03 |
| TARRANT | IH 20 | 3 | 4C | 312,874 | |
| | VILLAGE CREEK | 2 | C,E,R | 0 | |
| 0172-01-036 | WIDEN 2 LANE TO 4 LANE WITH CONTINUOUS | 0.439 | 1106 | $ 1,564,372 | |
| FORT WORTH | CS | COG # 249 | STP-MM | $ 740,000 | 96 / 03 |
| TARRANT | PLEASANT RIDGE RD. | 5 | 4C | 0 | |
| | LITTLE RD. IN ARLINGTON ON POLY WEBB RD | 2 | C,E | 740,000 | |
| 0902-48-306 | WIDEN 2 TO 4 LANES | 0.900 | 1106 | $ 1,480,000 | |
| FORT WORTH | CS | COG # 1625 | STP-MM | $ 229,000 | 95 / 10 |
| TARRANT | BEACH ST | 5 | 4C | 0 | |
| | US 377 IN HALTOM CITY (ON BROADWAY AVE) | 2 | E | 57,250 | |
| 0902-48-939 | PRELIMINARY ENGINEERING | 1.500 | 1106 | $ 286,250 | |
| FORT WORTH | CS | COG # 1348 | STP-MM | $ 238,000 | 96 / 07 |
| TARRANT | IH 35W_____(ON NE TARRANT COUNTY PKWY) | 5 | 4C | 0 | |
| | US 377 IN FT WORTH | 0 | E | 59,500 | |
| 0902-48-948 | PRELIMINARY ENGINEERING | 3.500 | 1106 | $ 297,500 | |
| FORT WORTH | CS | COG # 1232 | STP-MM | $ 817,500 | 95 / 10 |
| TARRANT | SH 10 | 5 | 4C | 0 | |
| | HARWOOD IN EULESS ON N MAIN ST | 4 | C,E,R | 204,375 | |
| 0902-48-954 | CORRIDOR IMPROVEMENTS | 0.470 | 1106 | $ 1,021,875 | |
| FORT WORTH | CS | COG # 1758 | STP-MM | $ 82,000 | 96 / 07 |
| TARRANT | WHITLEY RD | 5 | 4C | 0 | |
| | RUFE SNOW DR IN KELLER (ON WILSON LANE) | 0 | E | 20,500 | |
| 0902-48-961 | PRELIMINARY ENGINEERING | 0.900 | 1106 | $ 102,500 | |
| FORT WORTH | CS | COG # 1265 | STP-MM | $ 2,164,005 | 96 / 04 |
| TARRANT | E PANTEGO CITY LIMITS (ON ARKANSAS LANE) | 5 | 4C | 0 | |
| | W DALLWORTHINGTON GARDENS CITY LIMITS | 2 | C,E | 2,644,895 | |
| 0902-48-964 | WIDEN FROM 2 TO 6 LANES | 0.640 | 1106 | $ 4,808,900 | |
| FORT WORTH | CS | COG # 1759 | STP-MM | $ 18,000 | 96 / 07 |
| TARRANT | US 377 | 5 | 4C | 0 | |
| | WHITLEY ON WILSON LANE IN KELLER | 0 | E | 4,500 | |
| 9902-00-932 | PRELIMINARY ENGINEERING | 0.001 | 1106 | $ 22,500 | |
| FORT WORTH | FM 3029 | COG # 1641 | STP-MM | $ 5,294,509 | 96 / 05 |
| TARRANT | FM 1938 | 3 | 4C | 1,323,627 | |
| | GLADE RD | 2 | C,E,R | 0 | COV 95 OBLIG AUTH |
| 3125-01-008 | WIDEN FROM 2 TO 6 LANES WITH CONTINUOUS | 2.158 | 1106 | $ 6,618,136 | |
| FORT WORTH | MH | COG # 182 | STP-MM | $ 1,520,000 | 96 / 06 |
| TARRANT | SP 303 | 4 | 4C | 0 | |
| | IH 20 IN ARLINGTON (ON GREEN OAKS BLVD) | 4 | C,E | 380,000 | |
| 8679-02-902 | WIDEN FROM 4 TO 6 LANES | 3.700 | 1106 | $ 1,900,000 | |
| FORT WORTH | SH 10 | COG # 2762 | STP-MM | $ 5,671,797 | 96 / 03 |
| TARRANT | IH 820 IN HURST | 4 | 4C | 1,417,949 | |
| | BELL SPUR | 4 | C,E | 0 | |
| 0094-02-075 | WIDEN FROM 4 LANE DIVIDED TO 6 LANE | 3.100 | 1106 | $ 7,089,747 | |
| FORT WORTH | SH 121 | COG # 410 | STP-MM | $ 20,000 | 95 / 10 |
| TARRANT | CENTRAL BUSINESS DISTRICT IN FT WORTH | 2 | 4C | 5,000 | |
| | JOHNSON COUNTY LINE | 0 | E | 0 | |
| 0504-02-945 | FEASIBILITY STUDY - CONSTRUCT FREEWAY | 16.000 | 1106 | $ 25,000 | |
| FORT WORTH | SH 121 | COG # 410 | STP-MM | $ 20,000 | 95 / 10 |
| JOHNSON | TARRANT COUNTY LINE | 2 | 4C | 5,000 | |
| | CLEBURNE | 0 | E | 0 | |
| [illegible]4-03-936 | FEASIBILITY STUDY - CONSTRUCT FREEWAY | 11.000 | 1106 | $ 25,000 | |
| FORT WORTH | SH 26 | COG # 1616 | STP-MM | $ 656,000 | 98 / 01 |
| TARRANT | SH 114, SE | 4 | 4C | 164,000 | |
| | HALL-JOHNSON RD | 4 | C,E | 0 | |
| 0363-01-099 | WIDEN FROM 4 TO 6 LANES | 4.000 | 1106 | $ 820,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1996

September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | SP 303 | COG # 271 | STP-MM | $ 1,360,000 | 95 / 12 |
| TARRANT | AT BOWEN RD | 3 | 4C | 340,000 | |
| | . | 0 | C,E | 600,000 | |
| 2208-01-046 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 2,300,000 | |
| FORT WORTH | VA | COG # 9997 | STP-MM | $ 100,000 | 96 / 08 |
| TARRANT | REGIONAL TRAVEL SURVEY | 7 | 4C | 0 | |
| | . | 0 | T | 0 | |
| 0902-48-921 | TRAVEL DEMAND MANAGEMENT | 0.001 | 1106 | $ 100,000 | |
| FORT WORTH | BU 287P | TXDOT | STP-UM | $ 3,316,800 | 96 / 01 |
| TARRANT | FM 157 | 3 | 4D | 829,200 | |
| | OAK ST IN MANSFIELD | 2 | C,E,R | 0 | |
| 0172-02-053 | RECONSTRUCT 2 LANE TO 4 LANE DIVIDED | 1.072 | 1106 | $ 4,146,000 | |
| FORT WORTH | FM 2280 | TXDOT | STP-R | $ 2,128,080 | 96 / 03 |
| JOHNSON | US 67 | 5 | 4F | 532,020 | |
| | FM 917 IN SECTIONS | 2 | C,E | 0 | |
| 2465-01-009 | WIDEN EXISTING TWO LANES TO INCLUDE | 4.852 | 1106 | $ 2,660,100 | |
| FORT WORTH | CS | COG # 2118 | CMAQ | $ 13,000 | 96 / 03 |
| TARRANT | GLENVIEW DR AT BOOTH CALLOWAY IN | 4 | 5 | 0 | |
| | RICHLAND HILLS | 0 | E | 3,250 | |
| 0902-48-187 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 16,250 | |
| FORT WORTH | CS | COG # 1614 | CMAQ | $ 47,388 | 96 / 03 |
| TARRANT | ON GRAPEVINE/SOUTHLAKE BIKE TRAIL IN | 4 | 5 | 0 | |
| | GRAPEVINE | 0 | E | 11,847 | TIP MOD #95-17 |
| 0902-48-200 | CONSTRUCT BIKE TRAIL | 0.001 | 1106 | $ 59,236 | |
| FORT WORTH | CS | COG # 1659 | CMAQ | $ 96,000 | 95 / 11 |
| TARRANT | AT PIPELINE RD, BEDFORD RD & EULESS RD | 3 | 5 | 0 | |
| | ON PRECINCT LINE RD | 0 | C,E,R | 24,000 | |
| 0902-48-219 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 120,000 | |
| FORT WORTH | CS | COG # 4010 | CMAQ | $ 612,900 | 97 / 04 |
| TARRANT | ON PARK ROW FROM COOPER ST TO PECAN DR | 4 | 5 | 0 | |
| | IN ARLINGTON | 4 | C,E | 522,100 | |
| 0902-48-258 | CORRIDOR IMPROVEMENTS | 0.330 | 1106 | $ 1,135,000 | |
| FORT WORTH | CS | COG # 4006 | CMAQ | $ 25,920 | 96 / 04 |
| TARRANT | AT FIELDER RD/PARK ROW DR | 4 | 5 | 0 | |
| | . | 4 | C,E | 22,080 | |
| 0902-48-259 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 48,000 | |
| FORT WORTH | CS | COG # 4007 | CMAQ | $ 210,139 | 96 / 01 |
| TARRANT | AT ARKANSAS LN/MATLOCK RD IN ARLINGTON | 4 | 5 | 0 | |
| | . | 4 | C,E | 94,410 | |
| 0902-48-260 | INTERSECTION IMPROVEMENT | 0.105 | 1106 | $ 304,549 | |
| FORT WORTH | CS | COG # 4016 | CMAQ | $ 58,650 | 96 / 04 |
| TARRANT | ABRAM ST @ NEW YORK AVE IN ARLINGTON | 4 | 5 | 0 | |
| | . | 4 | C,E | 26,350 | |
| 0902-48-261 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 85,000 | |
| FORT WORTH | CS | COG # 4015 | CMAQ | $ 69,000 | 96 / 04 |
| TARRANT | PARK ROW DR @ NORWOOD LN IN ARLINGTON | 4 | 5 | 0 | |
| | . | 4 | C,E | 31,000 | |
| 0902-48-262 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 100,000 | |
| FORT WORTH | CS | COG # 4012 | CMAQ | $ 134,300 | 96 / 08 |
| TARRANT | OAKWOOD LN TO RANDOL MILL PARK ON | 4 | 5 | 0 | |
| | MILL RD IN ARLINGTON | 4 | C,E | 35,700 | |
| 0902-48-263 | CORRIDOR IMPROVEMENTS | 0.001 | 1106 | $ 170,000 | |
| FORT WORTH | CS | COG # 4110 | CMAQ | $ 50,250 | 96 / 06 |
| TARRANT | AT ECTOR DR @ TROJAN TRL IN EULESS | 4 | 5 | 0 | |
| | . | 4 | C,E | 24,750 | |
| 0902-48-266 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 75,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1996

September 14, 1995

| DISTRICT / COUNTY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED. PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | CS | COG # 4109 | CMAQ | $ 10,608 | 95 / 10 |
| TARRANT | GLADE RD @ BAZE RD IN EULESS | 4 | 5 | 0 | |
| | . | 4 | C,E | 4,992 | |
| 0902-48-267 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 15,600 | |
| FORT WORTH | CS | COG # 4314 | CMAQ | $ 94,540 | 97 / 01 |
| TARRANT | PIPELINE RD / MELBOURNE RD IN HURST | 4 | 5 | 0 | |
| | . | 4 | C | 68,460 | |
| 0902-48-268 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 163,000 | |
| FORT WORTH | CS | COG # 4009 | CMAQ | $ 80,400 | 95 / 10 |
| TARRANT | LAMAR BLVD/RANDY SNOW LN IN ARLINGTON | 4 | 5 | 0 | |
| | . | 4 | C,E | 39,600 | |
| 0902-48-269 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 120,000 | |
| FORT WORTH | CS | COG # 4122 | CMAQ | $ 72,500 | 96 / 03 |
| TARRANT | AT EIGHT AVE/PENNSYLVANIA | 4 | 5 | 0 | |
| | . | 4 | C,E | 52,500 | |
| 0902-48-271 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 125,000 | |
| FORT WORTH | CS | COG # 4121 | CMAQ | $ 69,000 | 96 / 03 |
| TARRANT | 7 TH ST/COMMERCE ST @ CALHOUN ST IN | 4 | 5 | 0 | |
| | FORT WORTH | 4 | C,E | 31,000 | |
| 0902-48-272 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 100,000 | |
| FORT WORTH | CS | COG # 4130 | CMAQ | $ 800,000 | 96 / 06 |
| TARRANT | CAMP BOWIE BLVD/7 TH ST @ UNIVERSITY DR | 4 | 5 | 0 | |
| | IN FORT WORTH | 4 | C,E | 200,000 | |
| 0902-48-273 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,000,000 | |
| FORT WORTH | CS | COG # 4112 | CMAQ | $ 55,420 | 96 / 11 |
| TARRANT | ON WESTPARK WAY FROM SH 183 TO | 4 | 5 | 0 | |
| | IN EULESS | 4 | C,E | 26,080 | |
| 0902-48-274 | CORRIDOR IMPROVEMENTS | 0.001 | 1106 | $ 81,500 | |
| FORT WORTH | CS | COG # 4125 | CMAQ | $ 129,600 | 96 / 03 |
| TARRANT | DIRKS RD @ BRYANT-IRVIN RD IN FORT WORTH | 4 | 5 | 0 | |
| | . | 2 | C,E,R | 50,400 | |
| 0902-48-277 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 180,000 | |
| FORT WORTH | CS | COG # 4116 | CMAQ | $ 81,959 | 96 / 01 |
| TARRANT | FOREST HILL DR | 4 | 5 | 0 | |
| | . | 0 | C,E | 20,489 | |
| 0902-48-278 | BIKEWAY | 0.001 | 1106 | $ 102,449 | |
| FORT WORTH | CS | COG # 4324 | CMAQ | $ 79,000 | 96 / 05 |
| TARRANT | AT SH 121 ON CENTRAL DR IN BEDFORD | 3 | 5 | 0 | |
| | . | 4 | C,E | 19,750 | ORIG CSJ 364-1-912 |
| 0902-48-279 | INTERSECTION IMPROVRMENTS | 0.001 | 1106 | $ 98,750 | |
| FORT WORTH | CS | COG # 4010 | CMAQ | $ 62,100 | 95 / 11 |
| TARRANT | ON PARK ROW FROM COOPER ST TO PECAN DR | 4 | 5 | 0 | |
| | IN ARLINGTON | 4 | R | 52,900 | |
| 0902-48-290 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 115,000 | |
| FORT WORTH | CS | COG # 4006 | CMAQ | $ 23,220 | 96 / 04 |
| TARRANT | AT FIELDER RD/PARK ROW DR | 4 | 5 | 0 | |
| | . | 4 | R | 19,780 | |
| 0902-48-291 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 43,000 | |
| FORT WORTH | CS | COG # 4007 | CMAQ | $ 39,330 | 95 / 11 |
| TARRANT | AT ARKANSAS LN/MATLOCK RD IN ARLINGTON | 4 | 5 | 0 | |
| | . | 4 | R | 17,670 | |
| 0902-48-292 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 57,000 | |
| FORT WORTH | CS | COG # 4016 | CMAQ | $ 72,450 | 96 / 04 |
| TARRANT | ABRAM ST @ NEW YORK AVE IN ARLINGTON | 4 | 5 | 0 | |
| | . | 4 | R | 32,550 | |
| 0902-48-293 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 105,000 | |



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| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | CS | COG # 4012 | CMAQ | $ 221,200 | 96 / 08 |
| TARRANT | OAKWOOD LN TO RANDOL MILL PARK ON | 4 | 5 | 0 | |
| | MILL RD IN ARLINGTON | 4 | R | 58,800 | |
| 0902-48-295 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 280,000 | |
| FORT WORTH | CS | COG # 4314 | CMAQ | $ 57,420 | 97 / 01 |
| TARRANT | PIPELINE RD / MELBOURNE RD IN HURST | 4 | 5 | 0 | |
| | . | 4 | R | 41,580 | |
| 0902-48-298 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 99,000 | |
| FORT WORTH | CS | COG # 4180 | CMAQ | $ 869,000 | 96 / 04 |
| TARRANT | LITTLE BEAR CRK TRL IN NORTH RICHLAND | 7 | 5 | 0 | |
| | HILLS | 0 | R | 231,000 | |
| 0902-48-301 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 1,100,000 | |
| FORT WORTH | CS | COG # 4126 | CMAQ | $ 189,600 | 96 / 03 |
| TARRANT | IH 20 ON HULEN ST | 5 | 5 | 0 | |
| | BARWICK ST IN FORT WORTH | 6 | C,E,R | 50,400 | |
| 0902-48-907 | INTERSECTION IMPROVEMENT | 0.100 | 1106 | $ 240,000 | |
| FORT WORTH | CS | COG # 1653 | CMAQ | $ 62,116 | 95 / 10 |
| TARRANT | IN HURST ON BEDFORD-EULESS RD (5 LOC) & | 4 | 5 | 0 | |
| | HARWOOD DR(4 LOC) | 0 | C | 15,529 | |
| 0902-48-968 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 77,646 | |
| FORT WORTH | CS | COG # 2118 | CMAQ | $ 200,000 | 96 / 03 |
| TARRANT | GLENVIEW DR AT BOOTH-CALLOWAY IN | 4 | 5 | 0 | |
| | RICHLAND HILLS | 0 | C | 50,000 | |
| 0902-48-977 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 250,000 | |
| FORT WORTH | CS | COG # 1614 | CMAQ | $ 359,611 | 96 / 03 |
| TARRANT | ON GRAPEVINE/SOUTHLAKE BIKE TRAIL IN | 4 | 5 | 0 | |
| | GRAPEVINE | 0 | C | 89,902 | TIP MOD #95-17 |
| 0902-48-981 | CONSTRUCT BIKE TRAIL | 0.001 | 1106 | $ 449,514 | |
| FORT WORTH | CS | COG # 1657 | CMAQ | $ 31,920 | 95 / 10 |
| TARRANT | ON LONG BOONE RD AT HURSTVIEW DR IN | 4 | 5 | 0 | |
| | HURST | 0 | C | 10,080 | |
| 0902-48-983 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 42,000 | |
| FORT WORTH | CS | COG # 1665 | CMAQ | $ 4,999 | 96 / 04 |
| TARRANT | ON PRECINCT LINE RD AT REDBUD | 4 | 5 | 0 | |
| | . | 0 | E | 1,410 | |
| 0902-48-990 | PRELIMINARY ENGINEERING | 0.001 | 1106 | $ 6,410 | |
| FORT WORTH | CS | COG # 1657 | CMAQ | $ 5,000 | 95 / 10 |
| TARRANT | ON LONG BOONE RD AT HURSTVIEW DR IN | 4 | 5 | 0 | |
| | HURST | 0 | E | 1,250 | |
| 0902-48-999 | PRELIMINARY ENGINEERING | 0.001 | 1106 | $ 6,250 | |
| FORT WORTH | CS | COG # 1561 | CMAQ | $ 90,000 | 96 / 06 |
| TARRANT | AT SHERMAN ST, MARSHALL DR & ARKANSAS | 5 | 5 | 0 | |
| | ON GREAT SOUTHWEST PKWY IN GRAND | 0 | C,E | 90,000 | |
| 9902-00-938 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 180,000 | |
| FORT WORTH | CS | COG # 4145 | CMAQ | $ 852,000 | 96 / 01 |
| TARRANT | SUBSIDIZED VAN POOL PROGRAM FOR FWTA | 7 | 5 | 0 | |
| | . | 0 | T | 213,000 | |
| 9902-48-906 | TRAFFIC DEMAND MANAGEMENT | 0.001 | 1106 | $ 1,065,000 | |
| FORT WORTH | CS | COG # 4335 | CMAQ | $ 250,000 | 96 / 01 |
| TARRANT | REGIONAL TRAVEL DEMAND PROGRAM | 7 | 5 | 0 | |
| | TECH RESPONSE TO MOBILITY INITIATIVE | 0 | T | 0 | SPLIT |
| 9902-48-909 | TRAFFIC DEMAND MANAGEMENT | 0.001 | 1106 | $ 250,000 | |
| FORT WORTH | CS | COG # 4107 | CMAQ | $ 82,800 | 96 / 04 |
| TARRANT | WESTPARK WAY @ TIBBETS & SILVERCREEK IN | 4 | 5 | 0 | |
| | EULESS | 4 | C | 37,200 | |
| 9902-48-966 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 120,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | CS | COG # 4327 | CMAQ | $ 116,160 | 95 / 11 |
| TARRANT | HARWOOD RD @ MCLAIN DR IN BEDFORD | 4 | 5 | 0 | |
| | . | 4 | C,E,R | 29,040 | |
| 9902-48-969 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 145,200 | |
| FORT WORTH | CS | COG # 4316 | CMAQ | $ 4,999 | 98 / 08 |
| TARRANT | CAMPUS DR @ THOUSAND OAKS DR IN HURST | 4 | 5 | 0 | |
| | . | 0 | E | 4,259 | |
| 9902-48-971 | PE FOR TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 9,259 | |
| FORT WORTH | CS | COG # 4130 | CMAQ | $ 200,000 | 96 / 06 |
| TARRANT | CAMP BOWIE BLVD/7 TH ST @ UNIVERSITY DR | 4 | 5 | 0 | |
| | IN FORT WORTH | 4 | R | 50,000 | INC W/0902-48-273 |
| 9902-48-979 | PURCHASE RIGHT OF WAY | 0.001 | 1106 | $ 250,000 | |
| FORT WORTH | CS | COG # 4052 | CMAQ | $ 173,640 | 96 / 01 |
| TARRANT | WESTERN SUBREGION BICYCLE PARKING | 7 | 5 | 0 | |
| | . | 0 | C,E | 43,410 | |
| 9902-48-988 | BIKEWAY | 0.001 | 1106 | $ 217,050 | |
| FORT WORTH | CS | COG # 4144 | CMAQ | $ 104,742 | 96 / 01 |
| TARRANT | TRANSIT FARE PROGRAM FOR FWTA | 7 | 5 | 0 | |
| | . | 0 | T | 47,058 | |
| 9902-48-993 | OZONE ALERT | 0.001 | 1106 | $ 151,800 | |
| FORT WORTH | FM 157 | COG # 149 | CMAQ | $ 480,000 | 96 / 03 |
| TARRANT | AT SH 180 (COLLINS ST) | 3 | 5 | 120,000 | |
| | . | 0 | C,E | 150,000 | |
| 0747-03-064 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 750,000 | |
| FORT WORTH | FM 157 | COG # 4003 | CMAQ | $ 38,211 | 96 / 03 |
| TARRANT | IH 20 IN ARLINGTON | 3 | 5 | 9,740 | |
| | PLEASANT RIDGE RD | 6 | C,E | 26,972 | |
| 0747-03-067 | INTERSECTION IMPROVEMENT | 0.071 | 1106 | $ 74,923 | |
| FORT WORTH | FM 157 | COG # 4002 | CMAQ | $ 26,181 | 96 / 01 |
| TARRANT | AT COPELAND RD IN ARLINGTON | 3 | 5 | 6,856 | |
| | . | 6 | C,E | 29,298 | |
| 0747-03-068 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 62,336 | |
| FORT WORTH | FM 157 | COG # 4003 | CMAQ | $ 2,550 | 96 / 01 |
| TARRANT | IH 20 IN ARLINGTON | 3 | 5 | 650 | |
| | PLEASANT RIDGE RD | 6 | R | 1,800 | |
| 0747-03-069 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 5,000 | |
| FORT WORTH | FM 157 | COG # 155B | CMAQ | $ 80,000 | 96 / 04 |
| TARRANT | AT SPUR 303 IN ARLINGTON | 3 | 5 | 20,000 | |
| | . | 7 | C,E,R | 100,000 | |
| 0747-04-049 | INTERSECTION IMPROVEMENTS | 0.100 | 1106 | $ 200,000 | |
| FORT WORTH | IH 20 | COG # 4218 | CMAQ | $ 1,200,000 | 95 / 08 |
| TARRANT | AT MCCART ST IN FORT WORTH | 1 | 5 | 300,000 | |
| | . | 0 | C,E | 0 | COV 95 OBLIG AUTH |
| 0008-12-069 | TRAFFIC SURVEILLANCE SYSTEM - SOFTWARE | 0.001 | 1106 | $ 1,500,000 | |
| FORT WORTH | IH 20 | COG # 4337 | CMAQ | $ 800,000 | 96 / 02 |
| TARRANT | SH 183 | 1 | 5 | 200,000 | |
| | IH 35W | 8 | C,E | 0 | |
| 0008-12-071 | TRAFFIC SURVEILLANCE AND MANAGEMENT | 4.500 | 1106 | $ 1,000,000 | |
| FORT WORTH | IH 20 | COG # 4337 | CMAQ | $ 10,000 | 96 / 06 |
| TARRANT | AT HULEN STREET | 1 | 5 | 0 | |
| | . | 0 | C,E | 0 | |
| 0008-12-902 | ELECTRONIC GRAPHICAL DISPLAY OF LANE | 0.001 | 1106 | $ 10,000 | |
| FORT WORTH | IH 20 | COG # 4005 | CMAQ | $ 45,650 | 95 / 11 |
| TARRANT | AT MATLOCK RD IN ARLINGTON | 1 | 5 | 11,620 | |
| | . | 6 | C,E | 25,730 | |
| 2374-05-048 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 83,000 | |



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| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | IH 20 | COG # 4005 | CMAQ | $ 0 | 96 / 01 |
| TARRANT | AT MATLOCK RD IN ARLINGTON | 1 | 5 | 0 | |
| | . | 6 | R | 0 | |
| 2374-05-049 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 0 | |
| FORT WORTH | IH 20 | COG # 4337 | CMAQ | $ 624,000 | 96 / 03 |
| TARRANT | US 287 | 1 | 5 | 156,000 | |
| | SH 360 | 0 | C,E | 0 | |
| 2374-05-051 | CHANGEABLE MESSAGE SIGNS | 0.001 | 1106 | $ 780,000 | |
| FORT WORTH | IH 30 | COG # 2771 | CMAQ | $ 40,000 | 96 / 02 |
| TARRANT | AT UNIVERSITY DR | 1 | 5 | 10,000 | |
| | . | 8 | C,E | 0 | |
| 1068-01-148 | TRAFFIC SURVEILLANCE AND MANAGEMENT | 0.001 | 1106 | $ 50,000 | |
| FORT WORTH | IH 30 | COG # 4120 | CMAQ | $ 64,800 | 96 / 03 |
| TARRANT | AT MONTGOMERY ST IN FORT WORTH | 1 | 5 | 16,800 | |
| | . | 8 | C,E,R | 38,400 | |
| 1068-01-911 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 120,000 | |
| FORT WORTH | IH 35W | COG # 4213 | CMAQ | $ 80,000 | 96 / 08 |
| TARRANT | IH 30 | 1 | 5 | 20,000 | |
| | IH 20 | 8 | C,E | 0 | |
| 0014-16-215 | TRAFFIC SURVEILLANCE SYSTEM | 5.500 | 1106 | $ 100,000 | |
| FORT WORTH | IH 35W | COG # 4337 | CMAQ | $ 40,000 | 96 / 06 |
| TARRANT | ALTA MESA BLVD | 1 | 5 | 0 | |
| | BERRY ST | 0 | C,E | 0 | |
| 0014-16-904 | ELECTRONIC GRAPHICAL DISPLAY OF LANE | 0.001 | 1106 | $ 40,000 | |
| FORT WORTH | IH 820 | COG # 4275 | CMAQ | $ 47,200 | 96 / 07 |
| TARRANT | AT BEACH ST | 1 | 5 | 32,800 | |
| | . | 4 | C,E | 0 | |
| 0008-14-901 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 80,000 | |
| FORT WORTH | SH 10 | COG#1667 | CMAQ | $ 340,800 | 96 / 03 |
| TARRANT | AT PRECINCT LINE RD IN HURST | 3 | 5 | 85,200 | |
| | . | 4 | C,E | 0 | |
| 0094-02-099 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 426,000 | |
| FORT WORTH | SH 10 | COG # 4313 | CMAQ | $ 124,897 | 96 / 03 |
| TARRANT | AT NORWOOD DR IN HURST | 3 | 5 | 31,950 | |
| | . | 4 | C,E,R | 133,611 | |
| 0094-02-906 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 290,460 | |
| FORT WORTH | SH 180 | COG # 4008 | CMAQ | $ 38,880 | 96 / 06 |
| TARRANT | AT COOPER ST IN ARLINGTON | 2 | 5 | 10,080 | |
| | . | 4 | C,E | 23,040 | |
| 0008-06-041 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 72,000 | |
| FORT WORTH | SH 180 | COG # 4008 | CMAQ | $ 81,000 | 96 / 06 |
| TARRANT | AT COOPER ST IN ARLINGTON | 2 | 5 | 21,000 | |
| | . | 4 | R | 48,000 | |
| 0008-06-042 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 150,000 | |
| FORT WORTH | SH 183 | COG # 4263 | CMAQ | $ 11,763 | 95 / 10 |
| TARRANT | AT VICKERY BLVD | 2 | 5 | 2,940 | |
| | . | 4 | C,E | 0 | |
| 0008-12-068 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 14,704 | |
| FORT WORTH | SH 183 | COG # 2120 | CMAQ | $ 224,000 | 96 / 05 |
| TARRANT | AT SP 474 (RUFE SNOW DR) | 3 | 5 | 56,000 | |
| | . | 0 | C,E | 0 | |
| 0094-02-098 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 280,000 | |
| FORT WORTH | SH 183 | COG # 4210 | CMAQ | $ 254,329 | 95 / 12 |
| TARRANT | SH 10 | 2 | 5 | 63,582 | |
| | DALLAS COUNTY LINE | 6 | C,E | 0 | |
| 0094-02-102 | TRAFFIC SURVEILLANCE SYSTEM | 2.800 | 1106 | $ 317,911 | |



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|---|---|---|---|---|---|
| FORT WORTH | SH 183 | COG # 4111 | CMAQ | $ 31,240 | 97 / 01 |
| TARRANT | AT NORTH MAIN ST IN EULESS | 2 | 5 | 7,662 | |
| | . | 6 | C,E | 20,041 | |
| 0094-02-103 | INTERSECTION IMPROVEMENT | 0.001 | 1106 | $ 58,945 | |
| FORT WORTH | SH 183 | COG # 4111 | CMAQ | $ 15,900 | 95 / 11 |
| TARRANT | AT NORTH MAIN ST IN EULESS | 2 | 5 | 3,900 | |
| | . | 6 | R | 10,200 | |
| 0094-02-105 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 30,000 | |
| FORT WORTH | SH 183 | COG # 4210 | CMAQ | $ 111,818 | 95 / 12 |
| TARRANT | IH 820 | 2 | 5 | 27,954 | |
| | SH 121 | 6 | C,E | 0 | |
| 0364-01-100 | TRAFFIC SURVEILLANCE SYSTEM | 5.000 | 1106 | $ 139,772 | |
| FORT WORTH | SH 183 | COG # 4210 | CMAQ | $ 644,409 | 95 / 12 |
| TARRANT | SH 121 | 2 | 5 | 161,102 | |
| | SH 10 | 6 | C,E | 0 | |
| 0364-05-035 | TRAFFIC SURVEILLANCE SYSTEM | 2.500 | 1106 | $ 805,511 | |
| FORT WORTH | SH 26 | COG # 4269 | CMAQ | $ 40,000 | 96 / 07 |
| TARRANT | AT BRANSFORD RD IN COLLEYVILLE | 3 | 5 | 10,000 | |
| | . | 2 | C,E | 0 | |
| 0363-01-903 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 50,000 | |
| FORT WORTH | SH 360 | COG # 1527 | CMAQ | $ 35,196 | 96 / 03 |
| TARRANT | FOUNTAIN PKWY | 2 | 5 | 8,799 | |
| | POST & PADDOCK ON FRONTAGE ROAD | 0 | C,E | 18,855 | |
| 2266-02-087 | TRAFFIC SIGNAL REVISIONS | 0.001 | 1106 | $ 62,850 | |
| FORT WORTH | SH 360 | COG # 1527 | CMAQ | $ 32,004 | 96 / 03 |
| TARRANT | FOUNTAIN PKWY | 2 | 5 | 8,001 | |
| | POST & PADDOCK ON FRONTAGE ROAD | 0 | C,E | 17,145 | |
| 2266-02-088 | TRAFFIC SIGNAL REVISIONS | 0.001 | 1106 | $ 57,150 | |
| FORT WORTH | SH 360 | COG # 4211 | CMAQ | $ 1,520,000 | 96 / 02 |
| TARRANT | SH 183 | 2 | 5 | 380,000 | |
| | IH 20 | 6 | C,E | 0 | |
| 2266-02-089 | TRAFFIC SURVEILLANCE SYSTEM | 11.000 | 1106 | $ 1,900,000 | |
| FORT WORTH | SH 360 | COG # 4004 | CMAQ | $ 135,450 | 96 / 01 |
| TARRANT | AT PARK ROW DR IN ARLINGTON | 2 | 5 | 34,650 | |
| | . | 6 | C,E | 144,900 | |
| 2266-02-090 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 315,000 | |
| FORT WORTH | SH 360 | COG # 4004 | CMAQ | $ 43,000 | 95 / 11 |
| TARRANT | AT PARK ROW DR IN ARLINGTON | 2 | 5 | 11,000 | |
| | . | 6 | R | 46,000 | |
| 2266-02-093 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 100,000 | |
| FORT WORTH | SP 303 | COG #1529B | CMAQ | $ 220,720 | 96 / 03 |
| TARRANT | AT GREAT SOUTHWEST PKWY | 3 | 5 | 53,400 | |
| | IN GRAND PRAIRIE | 0 | C,E | 81,880 | |
| 2208-01-048 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 356,000 | |
| FORT WORTH | SP 303 | COG# 4014 | CMAQ | $ 21,840 | 95 / 10 |
| TARRANT | PIONEER PARKWAY @ PARK SPRINGS IN | 3 | 5 | 5,200 | |
| | ARLINGTON | 4 | C,E | 24,960 | |
| 2208-01-049 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 52,000 | |
| FORT WORTH | SP 580 | COG # 4124 | CMAQ | $ 18,000 | 96 / 03 |
| TARRANT | AT LAS VEGAS TRL IN FORT WORTH | 3 | 5 | 4,500 | |
| | . | 4 | C,E | 7,500 | |
| 0008-04-038 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 30,000 | |
| FORT WORTH | SP 580 | COG # 4124 | CMAQ | $ 18,000 | 96 / 03 |
| TARRANT | AT LAS VEGAS TRL IN FORT WORTH | 3 | 5 | 4,500 | |
| | . | 4 | R | 7,500 | |
| 0008-04-039 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 30,000 | |



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| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | US 287 | COG # 4238 | CMAQ | $ 24,000 | 95 / 09 |
| TARRANT | AT BERRY ST IN FORT WORTH | 2 | 5 | 6,000 | |
| | . | 4 | C,E | 0 | |
| 0172-06-901 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 30,000 | |
| FORT WORTH | US 287 | COG # 4237 | CMAQ | $ 48,000 | 95 / 09 |
| TARRANT | AT BERRY ST/VAUGHN BLVD IN FORT WORTH | 2 | 5 | 12,000 | |
| | . | 4 | C,E | 0 | |
| 0172-06-902 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 60,000 | |
| FORT WORTH | US 287 | COG # 4236 | CMAQ | $ 24,000 | 95 / 09 |
| TARRANT | AT VAUGHN BLVD IN FORT WORTH | 2 | 5 | 6,000 | |
| | . | 4 | C,E | 0 | |
| 0172-06-904 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 30,000 | |
| FORT WORTH | VA | COG # 4337 | CMAQ | $ 140,000 | 96 / 04 |
| TARRANT | VARIOUS | 1 | 5 | 0 | |
| | . | 0 | C,E | 0 | |
| 0902-48-901 | PORTABLE CHANGEABLE MESSAGE SIGNS | 0.001 | 1106 | $ 140,000 | |
| FORT WORTH | VA | COG # 4337 | CMAQ | $ 100,000 | 96 / 06 |
| TARRANT | VARIOUS | 2 | 5 | 0 | |
| | . | 0 | C,E | 0 | |
| 0902-48-902 | VEHICLE MOUNTED CHANGEABLE MESSAGE | 0.001 | 1106 | $ 100,000 | |
| FORT WORTH | VA | COG # 4337 | CMAQ | $ 40,000 | 96 / 05 |
| TARRANT | VARIOUS | 2 | 5 | 0 | |
| | . | 0 | C,E | 0 | |
| 0902-48-908 | ELECTRONIC STATIONS FOR ACCIDENT | 0.001 | 1106 | $ 40,000 | |
| FORT WORTH | VA | COG # 4337 | CMAQ | $ 300,000 | 96 / 08 |
| TARRANT | VARIOUS | 2 | 5 | 0 | |
| | . | 0 | C,E | 0 | |
| 0902-48-909 | INCIDENT SUPPORT VEHICLE | 0.001 | 1106 | $ 300,000 | |
| FORT WORTH | VA | COG # 4337 | CMAQ | $ 400,000 | 96 / 01 |
| TARRANT | VARIOUS | 2 | 5 | 0 | |
| | . | 0 | C,E | 0 | |
| 0902-48-910 | MINOR INCIDENT MANAGEMENT | 0.001 | 1106 | $ 400,000 | |
| FORT WORTH | VA | COG # 4337 | CMAQ | $ 300,000 | 96 / 08 |
| TARRANT | VARIOUS | 2 | 5 | 0 | |
| | . | 0 | C,E | 0 | |
| 0902-48-911 | COMMUNICATION INFORMATION SYSTEM | 0.001 | 1106 | $ 300,000 | |
| FORT WORTH | VA | COG # 4178 | CMAQ | $ 98,750 | 96 / 01 |
| TARRANT | BIKE WAY IN NORTH RICHLAND HILLS | 7 | 5 | 0 | |
| | . | 0 | C,E | 26,250 | |
| 9902-48-990 | ROUTE MAP & SIGNS | 0.001 | 1106 | $ 125,000 | |
| FORT WORTH | BU 287P | TXDOT | BRDG-O | $ 1,700,800 | 96 / 01 |
| TARRANT | AT WALNUT CREEK & SP RR OVERPASS | 4 | 6A | 425,200 | |
| | . | 2 | C,E | 0 | |
| 0172-02-051 | REPLACE BRIDGES & APPROACHES | 0.001 | 1106 | $ 2,126,000 | |
| FORT WORTH | US 287 | TXDOT | BRDG-O | $ 168,000 | 96 / 06 |
| TARRANT | AT VILLAGE CREEK DRIVE | 3 | 6A | 42,000 | |
| | . | 4 | C,E | 0 | |
| 0172-06-062 | REPLACEMENT OF SECOND SPAN FROM S END | 0.100 | 1106 | $ 210,000 | |
| FORT WORTH | CR | TXDOT | BRDG-OF | $ 163,200 | 96 / 05 |
| TARRANT | ON MORRIS-DIDO-NEWARK RD | 7 | 6B | 0 | |
| | AT INDIAN CREEK | 1 | C,E | 40,800 | |
| 0902-48-158 | REPLACE BRIDGE | 0.100 | 1106 | $ 204,000 | |
| FORT WORTH | CR | TXDOT | BRDG-OF | $ 128,800 | 96 / 06 |
| JOHNSON | ON COUNTY ROAD 616 | 7 | 6B | 0 | |
| | AT MOUNTAIN CREEK | 1 | C,E | 32,200 | |
| 0902-50-045 | REPLACE BRIDGE | 0.100 | 1106 | $ 161,000 | |

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|---|---|---|---|---|---|
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 129,600 | 96 / 05 |
| TARRANT | ON HOLLAND ROAD AT LOW BRANCH | 7 | 6B | 0 | |
| | MOUNTAIN CREEK IN MANSFIELD | 1 | C,E | 32,400 | |
| 0902-48-160 | REPLACE BRIDGE | 0.100 | 1106 | $ 162,000 | |
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 70,400 | 96 / 05 |
| TARRANT | ON MITCHELL-MANSFIELD RD AT LOW BRANCH | 7 | 6B | 0 | |
| | MOUNTAIN CREEK IN MANSFIELD | 2 | C,E | 17,600 | |
| 0902-48-161 | REPLACE BRIDGE | 0.100 | 1106 | $ 88,000 | |
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 880,000 | 96 / 06 |
| TARRANT | EAST NORTHSIDE DR AT AT & SF RY | 3 | 6B | 0 | |
| | . | 4 | C,E | 220,000 | |
| 0902-48-184 | REHABILITATE AND WIDEN BRIDGE AND | 0.100 | 1106 | $ 1,100,000 | |
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 105,600 | 96 / 03 |
| TARRANT | ENON AVE AT CHAMBERS CRK IN EVERMAN | 5 | 6B | 0 | |
| | . | 2 | C | 26,400 | |
| 0902-48-185 | REPLACE BRIDGE AND APPROACHES | 0.100 | 1106 | $ 132,000 | |
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 112,800 | 96 / 05 |
| JOHNSON | ON VAUGHN ROAD | 7 | 6B | 0 | |
| | AT TRIBUTARY TO BUFFALO CREEK | 1 | C,E | 28,200 | |
| 0902-50-043 | REPLACE BRIDGE AND APPROACHES | 0.100 | 1106 | $ 141,000 | |
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 194,400 | 96 / 06 |
| JOHNSON | ON SOUTH DOBSON STREET | 7 | 6B | 0 | |
| | AT VILLAGE CREEK IN BURLESON | 1 | C | 48,600 | |
| 0902-50-046 | REPLACE BRIDGE | 0.100 | 1106 | $ 243,000 | |
| FORT WORTH | IH 35W | TXDOT | DEMO | $ 0 | 95 / 10 |
| [illegible]ANT | AT BASSWOOD BLVD | 1 | 15 | 0 | |
| | . | 0 | R | 0 | |
| 0014-16-922 | RIGHT OF WAY ACQUISITION | 1.900 | 1106 | $ 0 | |
| FORT WORTH | IH 35W | TXDOT | DEMO | $ 0 | 95 / 10 |
| TARRANT | AT BASSWOOD BLVD | 1 | 15 | 0 | |
| | . | 0 | E | 0 | |
| 0014-16-923 | PRELIMINARY ENGINEERING | 1.900 | 1106 | $ 1 | |
| FORT WORTH | IH 35W | 0 | DEMO | $ 0 | 95 / 10 |
| TARRANT | AT HILLWOOD BLVD | 1 | 15 | 0 | |
| | . | 4 | E | 0 | |
| 0081-12-019 | PRELIMINARY ENGINEERING FOR | 1.600 | 1106 | $ 0 | |
| FORT WORTH | IH 35W | TXDOT | DEMO | $ 5,491,408 | 95 / 10 |
| TARRANT | AT HILLWOOD BLVD | 1 | 15 | 0 | |
| | . | 0 | C,E,R | 1,372,852 | |
| 0081-12-030 | CONSTRUCT INTERCHANGE WITH FRONTAGE | 1.539 | 1106 | $ 6,864,260 | |
| FORT WORTH | SH 199 | TXDOT | DEMO | $ 9,672,340 | 96 / 08 |
| TARRANT | 0.6 MI N OF FM 1886 | 2 | 15 | 2,418,085 | |
| | 0.5 MI S OF FM 1886 | 4 | C,E,R | 0 | |
| 0171-04-047 | CONSTRUCT INTERCHANGE WITH FM 1886 AND | 1.117 | 1106 | $ 12,090,426 | |
| FORT WORTH | SH 199 | TXDOT | DEMO | $ 8,977,992 | 96 / 08 |
| TARRANT | 0.4 MI N OF DENVER TRAIL | 2 | 15 | 2,244,498 | |
| | 0.7 MI S OF DENVER TRAIL | 4 | C,E,R | 0 | |
| 0171-04-048 | CONSTRUCT INTERCHANGE WITH DENVER | 1.098 | 1106 | $ 11,222,490 | |



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|---|---|---|---|---|---|
| FORT WORTH | IH 820 | TXDOT | IH-M | $ 12,647,886 | 96 / 11 |
| TARRANT | INTCHG W/SH 121, SH 183, SH 26 & FM 1938 | 1 | 2 | 1,405,320 | |
| | . | 4 | C,E | 0 | |
| 0008-13-178 | CONSTRUCT MAIN LANES IN INTERCHANGE | 1.400 | 1106 | $ 14,053,207 | |
| FORT WORTH | IH 820 | TXDOT | NHS-M | $ 20,801,086 | 96 / 11 |
| TARRANT | INTCHG W/SH 121, SH 183, SH 26 & FM 1938 | 1 | 3A | 5,200,271 | |
| | . | 4 | C,E | 0 | |
| 0008-13-156 | CONSTRUCT MAIN LANES IN INTERCHANGE | 1.400 | 1106 | $ 26,001,358 | |
| FORT WORTH | VA | | STP-SA | $ 909,600 | 96 / 10 |
| TARRANT | VARIOUS HIGHWAYS IN DISTRICT | 3 | 4A | 227,400 | |
| | . | 0 | C,E | 0 | |
| 0902-00-902 | STP SAFETY-HAZARD ELIMINATION, FEDERAL | 0.001 | 1106 | $ 1,137,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 825,550 | 97 / 01 |
| TARRANT | APPROX 1500' W OF FM 157 | 0 | 4B | 0 | |
| | IH 360 | 0 | C,E | 219,450 | |
| 0902-48-210 | CONSTRUCT APPROXIMATELY 26,500 LINEAR | 5.000 | 1106 | $ 1,045,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 708,985 | 97 / 01 |
| TARRANT | SH 121 | 0 | 4B | 0 | |
| | SH 360 | 0 | C,E | 188,464 | |
| 0902-48-213 | CREATE AS A CITY WIDE NETWORK OF | 3.300 | 1106 | $ 897,450 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 530,400 | 96 / 10 |
| TARRANT | POOL RD | 0 | 4B | 0 | |
| | HUDGINS ST | 0 | C,E | 149,600 | |
| 0902-48-215 | CONSTRUCT A PEDESTRIAN TRAIL TO | 3.000 | 1106 | $ 680,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 355,500 | 97 / 01 |
| TARRANT | E CRAVENS PARK, HEADING E ALONG FISH CRK | 0 | 4B | 0 | |
| | HWY 360 (ARLINGTON'S EASTERN BORDER) | 0 | R | 94,500 | |
| 0902-48-218 | ACQUISITION OF APPROXIMATELY 75 ACRES OF | 2.500 | 1106 | $ 450,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 713,054 | 96 / 11 |
| TARRANT | IN ARLINGTON ALONG JOHNSON CRK FROM | 3 | 4B | 0 | |
| | RANDOL MILL RD TO UTA | 0 | C,E,R | 189,546 | |
| 0902-48-237 | CONSTRUCT LINEAR PARK ADJACENT TO | 3.000 | 1106 | $ 902,600 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 674,344 | 97 / 07 |
| TARRANT | IN ARLINGTON ALONG FISH CRK FROM | 2 | 4B | 0 | |
| | CRAVENS PARK TO SH 360 | 0 | C,E | 179,256 | |
| 0902-48-238 | CONSTRUCT LINEAR PARK CORRIDOR | 3.000 | 1106 | $ 853,600 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 733,120 | 97 / 03 |
| TARRANT | N ELECTRIC TRAIL ON CALLOWAY BRANCH | 3 | 4B | 0 | |
| | LITTLE BEAR TRAIL IN N RICHLAND HILLS | 0 | C,E | 194,880 | |
| 0902-48-239 | CONSTRUCT PEDESTRIAN AND BIKE TRAIL | 3.500 | 1106 | $ 928,000 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 0 | 97 / 01 |
| TARRANT | IN ARLINGTON ALONG FISH CRK FROM | 2 | 4B | 0 | |
| | CRAVENS PARK TO SH 360 | 0 | C,E | 0 | |
| 0902-48-303 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 0 | |
| FORT WORTH | VA | TXDOT | STP-TE | $ 708,985 | 97 / 01 |
| TARRANT | SH 121 | 0 | 4B | 0 | |
| | SH 360 | 0 | C,E | 188,464 | |
| 0902-48-304 | CREATE AS A CITY WIDE NETWORK OF | 3.300 | 1106 | $ 897,450 | |
| FORT WORTH | BS 114L | COG # 2723 | STP-MM | $ 2,654,400 | 96 / 09 |
| TARRANT | SH 114 IN GRAPEVINE | 3 | 4C | 663,600 | |
| | SH 26 | 2 | C,E | 74,000 | |
| 0353-07-012 | RECONSTRUCT TO 4 LANES W/ CONTINUOUS | 0.700 | 1106 | $ 3,392,000 | |
| FORT WORTH | CS | COG # 100 | STP-MM | $ 540,000 | 96 / 11 |
| TARRANT | PLAZA WEST | 5 | 4C | 0 | |
| | NORWOOD ST IN ARLINGTON (ON ABRAM ST) | 0 | C,E | 135,000 | |
| 0902-48-937 | CONSTRUCT ROADWAY ON NEW LOCATION | 0.200 | 1106 | $ 675,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | CS | COG # 1348 | STP-MM | $ 1,375,000 | 96 / 09 |
| TARRANT | IH 35W (ON NE TARRANT COUNTY PKWY) | 5 | 4C | 0 | |
| | US 377 IN FT WORTH | 0 | C,E,R | 343,750 | COG SPLIT |
| 0902-48-959 | CONSTRUCT 2 LANES ON NEW LOCATION | 3.500 | 1106 | $ 1,718,750 | |
| FORT WORTH | FM 157 | COG # 2736 | STP-MM | $ 4,461,600 | 97 / 09 |
| TARRANT | IN EULESS FR SH 121 | 3 | 4C | 1,115,400 | |
| | SH 183 | 2 | C,E,R | 769,000 | |
| 0747-03-058 | RECONSTRUCT TO 4 LANE AND 6 LANE WITH | 1.900 | 1106 | $ 6,346,000 | |
| FORT WORTH | FM 157 | COG # 2736 | STP-MM | $ 470,396 | 97 / 09 |
| TARRANT | IN EULESS FROM SH 121 | 3 | 4C | 0 | |
| | SH 183 | 0 | R | 1,210,393 | |
| 0747-03-901 | PURCHASE RIGHT OF WAY | 0.001 | 1106 | $ 1,680,790 | |
| FORT WORTH | FM 3029 | COG # 1648 | STP-MM | $ 1,126,400 | 96 / 11 |
| TARRANT | THOUSAND OAK DR | 4 | 4C | 281,600 | |
| | SH 26 IN HURST ON PRECINCT LINE RD | 5 | C,E | 352,000 | |
| 3125-01-010 | WIDEN FROM 5 TO 7 LANES | 0.900 | 1106 | $ 1,760,000 | |
| FORT WORTH | MH | TXDOT | STP-UM | $ 1,164,028 | 96 / 11 |
| TARRANT | ON DEBBIE LANE FROM BUSINESS US 287-P | 4 | 4D | 291,007 | |
| | US 287 IN MANSFIELD | 2 | C,E,R | 461,000 | |
| 8352-02-001 | RECONSTRUCT EXISTING TWO LANES TO A | 1.100 | 1106 | $ 1,916,035 | |
| FORT WORTH | FM 1187 | TXDOT | STP-RRX | $ 2,317,440 | 97 / 01 |
| TARRANT | AT MKT RR EAST OF CROWLEY | 3 | 4G | 579,360 | |
| | . | 0 | C,E,R | 0 | |
| 1330-01-029 | RAILROAD GRADE SEPARATION & APPROACHES | 0.001 | 1106 | $ 2,896,800 | |
| FORT WORTH | FM 1187 | TXDOT | STP-RRX | $ 0 | 97 / 01 |
| TARRANT | AT MKT RR E OF CROWLEY | 3 | 4G | 0 | |
| | . | 0 | R | 0 | |
| 1330-01-045 | RELOCATION ASSISTANCE | 0.001 | 1106 | $ 0 | |
| FORT WORTH | BS 114L | COG # 4164 | CMAQ | $ 2,849,352 | 96 / 09 |
| TARRANT | SH 114 TO SH 26 IN GRAPEVINE | 3 | 5 | 736,901 | |
| | . | 4 | C,E,R | 1,326,422 | |
| 0353-07-021 | CORRIDOR IMPROVEMENTS | 1.900 | 1106 | $ 4,912,677 | |
| FORT WORTH | CS | COG # 4001 | CMAQ | $ 667,800 | 96 / 11 |
| TARRANT | ABRAM ST FROM BROWNING DR TO STADIUM | 4 | 5 | 0 | |
| | IN ARLINGTON | 4 | C,E | 592,200 | |
| 0902-48-265 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,260,000 | |
| FORT WORTH | CS | COG # 4129 | CMAQ | $ 1,120,000 | 96 / 09 |
| TARRANT | AT GRANBURY RD/WABASH ST FROM TRAIL | 4 | 5 | 0 | |
| | DR TO SEMINARY DR IN FORT WORTH | 4 | C,E,R | 280,000 | |
| 0902-48-275 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 1,400,000 | |
| FORT WORTH | CS | COG # 4172 | CMAQ | $ 250,000 | 97 / 11 |
| TARRANT | RUFE SNOW @ GLENVIEW DR IN NORTH | 4 | 5 | 0 | |
| | RICHLAND HILLS | 4 | C,R | 250,000 | |
| 0902-48-280 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 500,000 | |
| FORT WORTH | CS | COG # 4173 | CMAQ | $ 268,500 | 97 / 11 |
| TARRANT | RUFE SNOW FROM KAREN DR TO IH 820 IN | 4 | 5 | 0 | |
| | NORTH RICHLAND HILLS | 4 | C,R | 268,500 | |
| 0902-48-281 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 537,000 | |
| FORT WORTH | CS | COG # 4055 | CMAQ | $ 112,000 | 97 / 08 |
| TARRANT | 800' N OF SH 26 ON PLEASANT RUN | 5 | 5 | 0 | |
| | 150' S OF SH 26 IN COLLEYVILLE | 4 | C,E | 28,000 | |
| 0902-48-286 | REALIGN INTERSECTION | 0.180 | 1106 | $ 140,000 | |
| FORT WORTH | CS | COG # 4054 | CMAQ | $ 324,000 | 97 / 08 |
| TARRANT | SH 26 ON GLADE RD IN COLLEYVILLE | 5 | 5 | 0 | |
| | THOMPSON TERRACE/VILLAGE PARK | 4 | C,E | 81,000 | |
| 0902-48-287 | INTERSECTION IMPROVEMENTS | 0.800 | 1106 | $ 405,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | CS | COG # 4180 | CMAQ | $ 1,027,000 | 96 / 12 |
| TARRANT | LITTLE BEAR CRK TRL IN NORTH RICHLAND | 7 | 5 | 0 | |
| | HILLS | 0 | C,E | 273,000 | |
| 0902-48-288 | BIKEWAY | 0.001 | 1106 | $ 1,300,000 | |
| FORT WORTH | CS | COG # 4179 | CMAQ | $ 592,500 | 97 / 01 |
| TARRANT | SOUTH ELECTRIC TRAIL IN NORTH RICHLAND | 7 | 5 | 0 | |
| | HILLS | 0 | C,E | 157,500 | |
| 0902-48-289 | BIKEWAY | 0.001 | 1106 | $ 750,000 | |
| FORT WORTH | CS | COG # 4001 | CMAQ | $ 742,000 | 96 / 11 |
| TARRANT | ABRAM ST FROM BROWNING DR TO STADIUM | 4 | 5 | 0 | |
| | IN ARLINGTON | 4 | R | 658,000 | |
| 0902-48-297 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 1,400,000 | |
| FORT WORTH | CS | COG # 4055 | CMAQ | $ 136,000 | 97 / 08 |
| TARRANT | 800 FT NORTH OF SH 26 ON PLEASANT RUN | 5 | 5 | 0 | |
| | 150 FT SOUTH OF SH 26 IN COLLEYVILLE | 4 | R | 34,000 | |
| 0902-48-299 | RIGHT OF WAY ACQUISITION | 0.180 | 1106 | $ 170,000 | |
| FORT WORTH | CS | COG # 4054 | CMAQ | $ 8,000 | 97 / 08 |
| TARRANT | SH 26 ON GLADE RD IN COLLEYVILLE | 5 | 5 | 0 | |
| | THOMPSON TERRACE/VILLAGE PARK | 4 | R | 2,000 | |
| 0902-48-300 | RIGHT OF WAY ACQUISITION | 0.800 | 1106 | $ 10,000 | |
| FORT WORTH | CS | COG #2674A | CMAQ | $ 3,945,000 | 97 / 01 |
| TARRANT | FORT WORTH TRANSIT AUTHORITY | 4 | 5 | 0 | |
| | . | 0 | T | 986,250 | SPLIT |
| 0902-48-982 | TRANSIT FLEET ALT FUELS PROGRAM | 0.001 | 1106 | $ 4,931,250 | |
| FORT WORTH | CS | COG # 1561 | CMAQ | $ 109,000 | 96 / 08 |
| TARRANT | IH 20 ON GREAT SOUTHWEST PKWY | 5 | 5 | 0 | |
| | SHERMAN ST IN GRAND PRAIRIE | 0 | C,E | 109,000 | |
| 9902-00-939 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 218,000 | |
| FORT WORTH | CS | COG # 4335 | CMAQ | $ 159,000 | 98 / 01 |
| TARRANT | REGIONAL TRAVEL DEMAND PROGRAM | 7 | 5 | 0 | |
| | TECH RESPONSE TO MOBILITY INITIATIVE | 0 | T | 0 | SPLIT |
| 9902-48-910 | TRAVEL DEMAND MANAGEMENT | 0.001 | 1106 | $ 159,000 | |
| FORT WORTH | CS | COG # 4316 | CMAQ | $ 19,300 | 98 / 08 |
| TARRANT | CAMPUS DR @ THOUSAND OAKS DR IN HURST | 4 | 5 | 0 | |
| | . | 4 | C | 16,440 | |
| 9902-48-970 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 35,741 | |
| FORT WORTH | CS | COG # 4132 | CMAQ | $ 800,000 | 96 / 09 |
| TARRANT | SIGNAL SYSTEM EXPANSION IN FORT WORTH | 4 | 5 | 0 | |
| | . | 0 | C,E | 200,000 | |
| 9902-48-985 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 1,000,000 | |
| FORT WORTH | CS | COG # 4133 | CMAQ | $ 320,000 | 97 / 01 |
| TARRANT | CITYWIDE INCIDENT DETECTION PROGRAM IN | 4 | 5 | 0 | |
| | FORT WORTH | 0 | T | 80,000 | |
| 9902-48-986 | INCIDENT DETECTION RESPONSE SYSTEM | 0.001 | 1106 | $ 400,000 | |
| FORT WORTH | IH 20 | COG # 4218 | CMAQ | $ 2,000,000 | 97 / 09 |
| TARRANT | AT MCCART ST IN FORT WORTH | 1 | 5 | 500,000 | |
| | . | 8 | C,E | 0 | |
| 0008-12-065 | TRAFFIC SURVEILLANCE SYSTEM BUILDING | 0.001 | 1106 | $ 2,500,000 | |
| FORT WORTH | IH 35W | COG # 2774 | CMAQ | $ 213,600 | 96 / 09 |
| TARRANT | HATTIE STREET | 1 | 5 | 53,400 | |
| | FELIX STREET | 8 | C,E | 0 | |
| 0014-16-197 | TRAFFIC SURVEILLANCE AND MANAGEMENT | 4.200 | 1106 | $ 267,000 | |
| FORT WORTH | IH 35W | COG # 2772 | CMAQ | $ 68,000 | 96 / 11 |
| TARRANT | IH 35W FRTG RDS AT WESTERN CENTER BLVD | 1 | 5 | 17,000 | |
| | IN FT WORTH | 0 | C,E | 0 | |
| 0014-16-200 | TRAFFIC SIGNALS | 0.001 | 1106 | $ 85,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | IH 820 | COG # 4214 | CMAQ | $ 720,000 | 96 / 09 |
| TARRANT | AT IH 30 (EAST) IN FORT WORTH | 1 | 5 | 180,000 | |
| | . | 8 | C,E | 0 | |
| 0008-13-173 | TRAFFIC SURVEILLANCE SYSTEM | 0.001 | 1106 | $ 900,000 | |
| FORT WORTH | IH 820 | COG # 4171 | CMAQ | $ 1,493,800 | 97 / 11 |
| TARRANT | AT RUFE SNOW DR IN NORTH RICHLAND HILLS | 1 | 5 | 380,240 | |
| | . | 4 | C | 841,960 | |
| 0008-14-086 | ADD ADDITIONAL BRIDGE | 0.001 | 1106 | $ 2,716,000 | |
| FORT WORTH | SH 114 | COG # 4332 | CMAQ | $ 100,712 | 96 / 09 |
| TARRANT | NORTHWEST HWY IN GRAPEVINE | 3 | 5 | 24,851 | |
| | . | 4 | C,E | 5,231 | |
| 0353-03-901 | HIKE AND BIKE TRAIL | 0.001 | 1106 | $ 130,796 | |
| FORT WORTH | SH 183 | TXDOT | BRDG-O | $ 2,156,000 | 96 / 09 |
| TARRANT | AT AT&SF AND BN RR | 4 | 6A | 539,000 | |
| | . | 4 | C,E | 0 | |
| 0094-01-030 | REPLACE BRIDGE AND APPROACHES | 0.178 | 1106 | $ 2,695,000 | |
| FORT WORTH | IH 35W | | BRDG-O | $ 724,800 | 96 / 12 |
| TARRANT | NB AT EB SH 121 | 1 | 6A | 181,200 | |
| | . | 2 | C,E | 0 | |
| 0014-16-910 | REPLACE BRIDGE | 0.160 | 1106 | $ 906,000 | |
| FORT WORTH | SP 347 | | BRDG-O | $ 1,824,000 | 96 / 09 |
| TARRANT | WB BELKNAP AT OKT RR & UP RR | 3 | 6A | 456,000 | |
| | . | 4 | C,E | 0 | |
| 0081-01-901 | REHAB BRIDGE | 0.160 | 1106 | $ 2,280,000 | |
| FORT WORTH | CR | TXDOT | BRDG-OF | $ 175,200 | 96 / 11 |
| TARRANT | ON EVERMAN-KENNEDALE-BURLESON RD | 7 | 6B | 0 | |
| | AT VILLAGE CREEK | 2 | C,E | 43,800 | |
| 0902-48-157 | REPLACE BRIDGE | 0.100 | 1106 | $ 219,000 | |
| FORT WORTH | CR | TXDOT | BRDG-OF | $ 94,400 | 96 / 10 |
| TARRANT | ON ALEDO ROAD | 7 | 6B | 0 | |
| | AT WALNUT CREEK | 1 | C,E | 23,600 | |
| 0902-48-159 | REPLACE BRIDGE | 0.100 | 1106 | $ 118,000 | |
| FORT WORTH | CR | TXDOT | BRDG-OF | $ 223,200 | 97 / 07 |
| TARRANT | BEN DAY MURRIN RD | 7 | 6B | 0 | |
| | OVER SOUTH BEAR CRK | 2 | C,E | 55,800 | |
| 0902-48-228 | REPLACE BRIDGE AND APPROACHES | 0.100 | 1106 | $ 279,000 | |
| FORT WORTH | CR | TXDOT | BRDG-OF | $ 108,800 | 97 / 05 |
| TARRANT | HICKS ROAD OVER TRIBUTARY | 7 | 6B | 0 | |
| | BIG FOSSIL CREEK | 2 | C,E | 27,200 | |
| 0902-48-229 | REPLACE BRIDGE AND APPROACHES | 0.100 | 1106 | $ 136,000 | |
| FORT WORTH | CR | TXDOT | BRDG-OF | $ 88,000 | 97 / 06 |
| JOHNSON | COUNTY ROAD 1080 | 7 | 6B | 0 | |
| | OVER NORTH FORK CHAMBERS CREEK | 1 | C,E | 22,000 | |
| 0902-50-901 | REPLACE BRIDGE AND APPROACHES | 0.100 | 1106 | $ 110,000 | |
| FORT WORTH | CS | 0 | BRDG-OF | $ 265,600 | 96 / 11 |
| TARRANT | COOKS LN AT COTTONWOOD CRK | 5 | 6B | 0 | |
| | . | 2 | C,E | 66,400 | |
| 0902-48-183 | REPLACE BRIDGE AND APPROACHES | 0.001 | 1106 | $ 332,000 | |
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 106,400 | 97 / 02 |
| TARRANT | SOUTH PIPELINE ROAD OVER BOYD BRANCH | 7 | 6B | 0 | |
| | IN FT WORTH | 2 | C,E | 26,600 | |
| 0902-48-225 | REPLACE BRIDGE AND APPROACHES | 0.100 | 1106 | $ 133,000 | |
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 68,000 | 97 / 04 |
| TARRANT | GERTIE BARRETT RD OVER HOGPEN BRANCH | 7 | 6B | 0 | |
| | . | 2 | C,E | 17,000 | |
| 0902-48-227 | REPLACE BRIDGE AND APPROACHES | 0.100 | 1106 | $ 85,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 160,800 | 96 / 11 |
| JOHNSON | ON FOX LANE | 7 | 6B | 0 | |
| | AT QUILL MILLER CREEK IN BURLESON | 1 | C | 40,200 | |
| 0902-50-047 | REPLACE BRIDGE | 0.100 | 1106 | $ 201,000 | |
| FORT WORTH | IH 30 | TXDOT | STRAT | $ 4,143,200 | 96 / 11 |
| TARRANT | IH 820 IN FT WORTH | 1 | 12 | 1,035,800 | |
| | LAS VEGAS TRAIL | 4 | C,E | 0 | |
| 1068-01-119 | WIDEN FROM 4 LN TO 6 LANE FRWY & | 0.800 | 1106 | $ 5,179,000 | |
| FORT WORTH | IH 30 | TXDOT | STRAT | $ 21,140,080 | 97 / 01 |
| TARRANT | SUMMIT AVE | 1 | 12 | 5,285,020 | |
| | HEMPHILL ST IN FORT WORTH | 4 | C,E | 0 | |
| 1068-01-156 | CONSTRUCT MAIN LANES & RAMPS FOR FWY | 0.618 | 1106 | $ 26,425,100 | |
| FORT WORTH | IH 35W | TXDOT | DEMO | $ 7,560,000 | 96 / 11 |
| TARRANT | AT BASSWOOD BLVD | 1 | 15 | 1,890,000 | |
| | . | 4 | C,E | 0 | |
| 0014-16-211 | CONSTRUCT GRADE SEPARATION AND | 1.080 | 1106 | $ 9,450,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | IH 35W | TXDOT | IH-C | $ 38,858,580 | 98 / 01 |
| TARRANT | AT INTERCHANGE WITH IH 30 IN FT WORTH | 1 | 1 | 4,317,620 | |
| | (CENTRAL INCREMENT) | 4 | C,E,R | 0 | |
| 0014-16-165 | RECONSTRUCT PARTIAL INTERCHANGE & | 0.951 | 1106 | $ 43,176,200 | |
| FORT WORTH | IH 35W | TXDOT | IH-M | $ 6,120,000 | 98 / 05 |
| JOHNSON | TARRANT COUNTY LINE | 1 | 2 | 680,000 | |
| | 0.4 MI NORTH OF BETHESDA RD | 4 | C,E,R | 0 | |
| 0014-03-901 | UPGRADE TO STANDARDS & ACP OVERLAY | 4.700 | 1106 | $ 6,800,000 | |
| FORT WORTH | US 67 | TXDOT | NHS-TTS | $ 12,960,000 | 97 / 08 |
| JOHNSON | SP 379 E | 3 | 3B | 3,240,000 | |
| | ELLIS C/L | 2 | C,E,R | 0 | |
| 0260-01-034 | CONSTRUCT FOUR LANE DIVIDED | 7.200 | 1106 | $ 16,200,000 | |
| FORT WORTH | VA | | STP-SA | $ 909,600 | 97 / 10 |
| TARRANT | VARIOUS HIGHWAYS IN DISTRICT | 3 | 4A | 227,400 | |
| | | 0 | C,E | 0 | |
| 0902-00-903 | STP SAFETY-HAZARD ELIMINATION, FEDERAL | 0.001 | 1106 | $ 1,137,000 | |
| FORT WORTH | CS | COG # 1348 | STP-MM | $ 1,000,000 | 96 / 09 |
| TARRANT | ON NE TARRANT COUNTY PKWY FROM IH35W | 5 | 4C | 0 | |
| | US 377 IN FORT WORTH | 0 | C,E,R | 250,000 | COG SPLIT |
| 0902-48-922 | CONSTRUCT 2 LANES ON NEW LOCATION | 0.000 | 1106 | $ 1,250,000 | |
| FORT WORTH | CS | COG # 1954 | STP-MM | $ 4,180,800 | 97 / 11 |
| TARRANT | IH 820 (ON RUFE SNOW DR) | 5 | 4C | 0 | |
| | WATAUGA RD IN N RICHLAND HILLS | 4 | C,E | 1,045,200 | |
| 0902-48-928 | WIDEN FROM 4 TO 6 LANES | 1.400 | 1106 | $ 5,226,000 | |
| FORT WORTH | CS | COG # 1227 | STP-MM | $ 1,615,200 | 96 / 11 |
| TARRANT | SH 183 | 5 | 4C | 0 | |
| | SH 10 IN EULESS (ON WESTPARK WAY) | 2 | C,E,R | 403,800 | |
| 0902-48-935 | WIDEN FROM 2 TO 4 LANES | 1.100 | 1106 | $ 2,019,000 | |
| FORT WORTH | CS | COG # 1625 | STP-MM | $ 2,291,000 | 97 / 01 |
| TARRANT | BEACH ST | 5 | 4C | 0 | |
| | US 377 IN HALTOM CITY (ON BROADWAY AVE) | 2 | C | 572,750 | |
| 0902-48-940 | WIDEN FROM 2 TO 4 LANES | 1.500 | 1106 | $ 2,863,750 | |
| FORT WORTH | CS | COG # 147 | STP-MM | $ 1,712,800 | 96 / 09 |
| TARRANT | SP 303 | 5 | 4C | 0 | |
| | MAYFIELD RD IN ARLINGTON (ON COLLINS ST) | 4 | C,E | 428,200 | |
| 0902-48-944 | WIDEN FROM 4 TO 6 LANES | 1.100 | 1106 | $ 2,141,000 | |
| FORT WORTH | CS | COG # 198 | STP-MM | $ 1,520,000 | 97 / 01 |
| TARRANT | BALLPARK WAY | 5 | 4C | 0 | |
| | SH 360 IN ARLINGTON ON LAMAR BLVD | 4 | C,E | 380,000 | |
| 0902-48-952 | WIDEN 2 TO 4 LANES | 0.700 | 1106 | $ 1,900,000 | |
| FORT WORTH | CS | COG # 1646 | STP-MM | $ 405,000 | 97 / 01 |
| TARRANT | PRECINCT LINE RD. | 5 | 4C | 0 | |
| | PIPELINE CT. IN HURST ON PIPELINE RD. | 4 | C | 101,250 | |
| 0902-48-956 | WIDEN 4 TO 6 LANES | 1.160 | 1106 | $ 506,250 | |
| FORT WORTH | CS | COG # 1759 | STP-MM | $ 260,000 | 96 / 11 |
| TARRANT | US 377 | 5 | 4C | 0 | |
| | WHITLEY RD IN KELLER (ON WILSON LANE) | 0 | C | 65,000 | |
| 0902-48-960 | CONSTRUCT 2 LANES ON NEW LOCATION | 0.200 | 1106 | $ 325,000 | |
| FORT WORTH | CS | COG # 1758 | STP-MM | $ 564,000 | 96 / 11 |
| TARRANT | WHITLEY RD | 5 | 4C | 0 | |
| | RUFE SNOW DR IN KELLER (ON WILSON LANE) | 0 | C | 141,000 | |
| 0902-48-962 | CONSTRUCT 2 LANES ON NEW LOCATION | 0.900 | 1106 | $ 705,000 | |
| FORT WORTH | FM 730 | COG # 349 | STP-MM | $ 3,811,200 | 97 / 12 |
| TARRANT | 0.2 MI.N OF FM1542,S | 4 | 4C | 952,800 | |
| | S END WALNUT CRK. BR | 2 | C,E,R | 0 | |
| 0312-05-019 | WIDEN 2 INTO 4 LANES WITH 2 WAY LEFT TURN | 1.200 | 1106 | $ 4,764,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | CS | COG # 4011 | CMAQ | $ 582,400 | 97 / 11 |
| TARRANT | FIELDER RD FROM SYLVAN DR | 4 | 5 | 0 | |
| | RANDOL MILL RD | 4 | C,E | 327,600 | |
| 0902-48-264 | CORRIDOR IMPROVEMENTS | 0.001 | 1106 | $ 910,000 | |
| FORT WORTH | CS | COG # 4131 | CMAQ | $ 1,080,000 | 97 / 10 |
| TARRANT | N. BEACH ST AT RAILTRAN | 4 | 5 | 0 | |
| | . | 2 | C,E,R | 920,000 | |
| 0902-48-276 | CONSTRUCT BRIDGE | 0.001 | 1106 | $ 2,000,000 | |
| FORT WORTH | CS | COG # 4174 | CMAQ | $ 383,640 | 97 / 11 |
| TARRANT | AT RUFE SNOW/LEWIS DR IN NORTH RICHLAND | 4 | 5 | 0 | |
| | HILLS | 4 | C,E,R | 172,360 | |
| 0902-48-282 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 556,000 | |
| FORT WORTH | CS | COG # 4176 | CMAQ | $ 517,500 | 97 / 11 |
| TARRANT | AT RUFE SNOW DR/STARDUST DR IN NORTH | 4 | 5 | 0 | |
| | RICHGLAND HILLS | 4 | C,E,R | 232,500 | |
| 0902-48-283 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 750,000 | |
| FORT WORTH | CS | COG # 4175 | CMAQ | $ 328,785 | 97 / 11 |
| TARRANT | AT RUFE SNOW DR/INDUSRTIAL PARK DR | 4 | 5 | 0 | |
| | IN NORTH RICHLAND HILLS | 4 | C,E,R | 147,715 | |
| 0902-48-284 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 476,500 | |
| FORT WORTH | CS | COG # 4177 | CMAQ | $ 596,850 | 97 / 11 |
| TARRANT | AT RUFE SNOW DR/WATAUGA RD IN NORTH | 4 | 5 | 0 | |
| | RICHLAND HILLS | 4 | C,E,R | 268,150 | |
| 0902-48-285 | INTERSECTION_IMPROVEMENTS | 0.001 | 1106 | $ 865,000 | |
| FORT WORTH | CS | COG # 4011 | CMAQ | $ 576,000 | 97 / 11 |
| TARRANT | FIELDER RD FROM SYLVAN DR | 4 | 5 | 0 | |
| | RANDOL MILL RD | 4 | R | 324,000 | |
| 0902-48-296 | RIGHT OF WAY ACQUISITION | 0.001 | 1106 | $ 900,000 | |
| FORT WORTH | CS | COG #2674A | CMAQ | $ 2,615,000 | 98 / 01 |
| TARRANT | FORT WORTH TRANSIT AUTHORITY | 4 | 5 | 0 | |
| | . | 0 | T | 653,750 | SPLIT |
| 0902-48-920 | TRANSIT FLEET ALT FUELS PROG | 0.001 | 1106 | $ 3,268,750 | |
| FORT WORTH | CS | COG # 308 | CMAQ | $ 440,000 | 96 / 10 |
| TARRANT | IN ARLINGTON | 4 | 5 | 0 | |
| | . | 0 | C,E | 110,000 | |
| 0902-48-980 | PARK-N-RIDE | 0.001 | 1106 | $ 550,000 | |
| FORT WORTH | CS | COG # 1297 | CMAQ | $ 500,000 | 97 / 10 |
| TARRANT | ON CLEAR FORK/BENBROOK BIKE TRAIL | 4 | 5 | 0 | |
| | FROM SOUTHWEST BLVD TO LAKE BENBROOK | 0 | C | 125,000 | |
| 0902-48-984 | CONSTRUCT BIKE TRAIL | 0.001 | 1106 | $ 625,000 | |
| FORT WORTH | CS | COG # 1297 | CMAQ | $ 50,000 | 96 / 11 |
| TARRANT | ON CLEAR FORK-BENBROOK BIKE TRAIL | 5 | 5 | 0 | |
| | FROM SOUTHWEST BLVD TO LAKE BENROOK | 0 | E | 12,500 | |
| 9902-00-934 | PRELIMINARY ENGINEERING | 0.001 | 1106 | $ 62,500 | |
| FORT WORTH | CS | COG # 1561 | CMAQ | $ 171,000 | 96 / 08 |
| TARRANT | AT SHERMAN ST, MARSHALL DR & ARKANSAS | 5 | 5 | 0 | |
| | ON GREAT SOUTHWEST PKWY IN GRAND | 0 | C,E | 171,000 | |
| 9902-00-940 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 342,000 | |
| FORT WORTH | CS | COG # 4181 | CMAQ | $ 1,362,750 | 98 / 08 |
| TARRANT | COTTON BELT TRL IN NORTH RICHLAND HILLS | 7 | 5 | 0 | |
| | . | 0 | C,E | 362,250 | |
| 9902-48-956 | BIKEWAY | 0.001 | 1106 | $ 1,725,000 | |
| FORT WORTH | CS | COG # 4326 | CMAQ | $ 116,160 | 97 / 10 |
| TARRANT | MURPHY DR @ L DON DODSON DR/MARTIN DR | 4 | 5 | 0 | |
| | IN BEDFORD | 4 | C,E,R | 29,040 | |
| 9902-48-967 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 145,200 | |



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|---|---|---|---|---|---|
| FORT WORTH | CS | COG # 4323 | CMAQ | $ 298,200 | 97 / 10 |
| TARRANT | BEDFORD RD @ CENTRAL DR IN BEDFORD | 4 | 5 | 0 | |
| | . | 0 | C,E,R | 74,550 | |
| 9902-48-968 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 372,750 | |
| FORT WORTH | CS | COG # 4322 | CMAQ | $ 304,000 | 97 / 10 |
| TARRANT | BEDFORD RD @ MURPHY DR IN BEDFORD | 4 | 5 | 0 | |
| | . | 2 | C,E,R | 76,000 | |
| 9902-48-978 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 380,000 | |
| FORT WORTH | IH 820 | COG # 4127 | CMAQ | $ 1,344,000 | 97 / 11 |
| TARRANT | AT BEACH ST IN FORT WORTH | 1 | 5 | 352,000 | |
| | . | 4 | C,E | 1,504,000 | |
| 0008-14-084 | INTERSECTION IMPROVEMENTS | 0.001 | 1106 | $ 3,200,000 | |
| FORT WORTH | SH 171 | | BRDG-O | $ 780,800 | 97 / 12 |
| JOHNSON | NB SH 171 AT EAST BUFFALO CREEK | 5 | 6A | 195,200 | |
| | . | 2 | C,E | 0 | |
| 0019-02-901 | REPLACE BRIDGE | 0.160 | 1106 | $ 976,000 | |
| FORT WORTH | CS | TXDOT | BRDG-OF | $ 4,880,000 | 98 / 06 |
| TARRANT | ON WEST LANCASTER AVE AT CLEAR FORK | 5 | 6B | 0 | |
| | TRINITY RIVER IN FORT WORTH | 4 | C,E | 1,220,000 | |
| 0902-48-155 | REHABILITATE BRIDGE | 0.100 | 1106 | $ 6,100,000 | |
| FORT WORTH | CR | | BRDG-OF | $ 166,400 | 98 / 04 |
| TARRANT | KELLER-HASLET RD AT BUFFALO CREEK | 7 | 6B | 0 | |
| | . | 2 | C,E | 41,600 | |
| 0902-48-914 | REPLACE BRIDGE | 0.160 | 1106 | $ 208,000 | |
| FORT WORTH | CR | | BRDG-OF | $ 128,000 | 98 / 06 |
| 'SON | CR 600 AT TRIBUTARY OF WALNUT CREEK | 7 | 6B | 0 | |
| | . | 2 | C,E | 32,000 | |
| 0902-50-908 | REPLACE BRIDGE | 0.160 | 1106 | $ 160,000 | |
| FORT WORTH | CR | | BRDG-OF | $ 244,000 | 98 / 06 |
| JOHNSON | CR 600 AT WALNUT CREEK | 7 | 6B | 0 | |
| | . | 2 | C,E | 61,000 | |
| 0902-50-910 | REPLACE BRIDGE | 0.160 | 1106 | $ 305,000 | |
| FORT WORTH | CR | | BRDG-OF | $ 86,400 | 98 / 08 |
| JOHNSON | CR 1116 AT ROBINSON CREEK | 7 | 6B | 0 | |
| | . | 1 | C,E | 21,600 | |
| 0902-50-911 | REPLACE BRIDGE | 0.160 | 1106 | $ 108,000 | |
| FORT WORTH | IH 30 | TXDOT | STRAT | $ 5,866,960 | 98 / 01 |
| TARRANT | 0.4 MI WEST OF SUMMIT AVE | 1 | 12 | 1,466,740 | |
| | SUMMIT AVE | 4 | C,E,R | 0 | |
| 1068-01-150 | RECONSTRUCT 8 LANE FREEWAY (MAIN LANES) | 0.407 | 1106 | $ 7,333,700 | |
| FORT WORTH | SH 199 | 0 | DEMO | $ 7,600,000 | 97 / 10 |
| TARRANT | LAKE WORTH BRIDGE | 3 | 15 | 1,900,000 | |
| | IH 820 | 4 | C,E,R | 0 | |
| 0171-05-055 | CONSTRUCT FRONTAGE ROADS | 2.200 | 1106 | $ 9,500,000 | |
| FORT WORTH | IH 35W | TXDOT | DEMO | $ 2,424,000 | 97 / 11 |
| TARRANT | 1.3 MI NORTH OF HILLWOOD | 1 | 15 | 606,000 | |
| | 1.5 MI SOUTH OF HILLWOOD | 0 | C,E,R | 1,102,000 | |
| 0081-12-031 | CONSTRUCT FRONTAGE ROADS AND RAMPS | 2.800 | 1106 | $ 4,132,000 | |
| FORT WORTH | IH 35W | TXDOT | DEMO | $ 9,416,000 | 97 / 11 |
| TARRANT | AT BASSWOOD BLVD | 1 | 15 | 2,354,000 | |
| | . | 4 | C,E | 0 | |
| 0014-16-212 | CONSTRUCT RAMPS, APPURTANCES AND | 1.307 | 1106 | $ 11,770,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | CS | | STP-SA | $72,000 | 12/99 |
| WISE | UP RR AT CS IN NEWARK | 7 | 4A | 18,000 | / |
| OTHER | DOT 598 527K | 0 | C,E | 0 | |
| 0902-20-901 | RAILROAD SIGNALS | 0.001 | 0 | $90,000 | |
| FORT WORTH | VA | | STP-TE | $34,697 | 10/95 |
| WISE | AT WISE COUNTY HERITAGE MUSEUM | 3 | 4B | 0 | / |
| OTHER | IN DECATUR | 0 | C,E | 8,674 | NEW ENHANCEMENT |
| 0902-20-039 | REPAIR HISTORIC BUILDING | 0.001 | 0 | $43,371 | |
| FORT WORTH | VA | | STP-TE | $259,230 | 03/96 |
| JACK | WITHIN FT RICHARDSON ST PARK ON US 281 | 0 | 4B | 0 | / |
| OTHER | AROUND LOST CREEK RES, ENDING NEAR SH 59 | 0 | C,E | 64,808 | |
| 0902-40-008 | CONSTRUCT LINKING HIKE AND BIKE TRAIL THROUGH RICHARDSON | 10.830 | 0 | $324,038 | |
| FORT WORTH | VA | | STP-TE | $95,040 | 03/96 |
| JACK | WITHIN FT RICHARDSON ST PARK ON US 281 | 0 | 4B | 0 | / |
| OTHER | AROUND LOST CREEK RES, ENDING NEAR SH 59 | 0 | R | 23,760 | |
| 0902-40-009 | RIGHT OF WAY ACQUISITION FOR HIKE/BIKE TRAIL | 0.001 | 0 | $118,800 | |
| FORT WORTH | SH 108 | | STP-RE | $1,526,400 | 02/96 |
| ERATH | HAMPTON CURVE, NORTH | 5 | 4F | 381,600 | / |
| OTHER | HUCKABAY | 2 | C,E | 0 | |
| 0343-04-032 | WIDEN ROADWAY | 7.000 | 0 | $1,908,000 | |
| FORT WORTH | FM 730 | | BRDG-ON | $278,611 | 04/96 |
| PARKER | AT SILVER CREEK | 5 | 6A | 69,653 | / |
| OTHER | . | 2 | C,E | 0 | |
| 1601-01-016 | BRIDGE REPLACEMENT | 0.091 | 0 | $348,264 | |
| FORT WORTH | FM 920 | | BRDG-ON | $224,800 | 12/95 |
| PARKER | AT CLEAR FORK TRINITY RIVER | 5 | 6A | 56,200 | / |
| OTHER | . | 2 | C,E | 0 | |
| 1179-02-022 | BRIDGE REPLACEMENT | 0.100 | 0 | $281,000 | |
| FORT WORTH | CR | | BRDG-OF | $125,600 | 01/96 |
| WISE | ON CR 352 AT WEST FORK TRINITY RIVER | 7 | 6B | 0 | / |
| OTHER | . | 1 | C,E | 31,400 | |
| 0902-20-022 | REPLACE BRIDGE | 0.100 | 0 | $15[illegible],000 | |
| FORT WORTH | CR | | BRDG-OF | $132,800 | 05/96 |
| WISE | ON CR 292 AT WALNUT CREEK | 7 | 6B | 0 | / |
| OTHER | . | 1 | C,E | 33,200 | |
| 0902-20-034 | REPLACE BRIDGE | 0.100 | 0 | $166,000 | |
| FORT WORTH | CR | | BRDG-OF | $249,600 | 05/96 |
| PARKER | ON BENNET RD (CR 3003) | 7 | 6B | 0 | / |
| OTHER | AT ROCK CREEK | 1 | C,E | 62,400 | |
| 0902-38-009 | REPLACE BRIDGE | 0.100 | 0 | $312,000 | |
| FORT WORTH | CR | | BRDG-OF | $112,000 | 05/96 |
| JACK | ON COUNTY ROAD | 7 | 6B | 0 | / |
| OTHER | AT ROCK CREEK | 1 | C,E | 28,000 | |
| 0902-40-006 | REPLACE BRIDGE | 0.100 | 0 | $140,000 | |

PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

FY 1997

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | US 67 | | NHS-TTS | $1 | 07/97 |
| ERATH | FM 219 | 3 | 3B | 0 | / |
| OTHER | NCL OF DUBLIN | 2 | C,E,R | 0 | |
| 0079-04-901 | RECONSTRUCT TWO LANES TO FOUR LANES DIVIDED | 0.397 | 0 | $1 | |
| FORT WORTH | US 67 | | NHS-TTS | $13,131,537 | 07/97 |
| ERATH | NCL OF DUBLIN | 3 | 3B | 3,282,884 | / |
| OTHER | FM 988 | 2 | C,E,R | 0 | |
| 0079-05-033 | RECONSTRUCT 2 LANE TO 4 LANE DIVIDED | 8.300 | 0 | $16,414,421 | |
| FORT WORTH | VA | | STP-TE | $384,000 | 09/96 |
| PARKER | MINERAL WELLS | 3 | 4B | 0 | / |
| OTHER | WEATHERFORD ON MP RR | 0 | C,E,R | 96,000 | NEW ENHANCEMENT |
| 0902-38-015 | ACQUIRE RIGHT OF WAY | 22.000 | 0 | $480,000 | |
| FORT WORTH | FM 51 | | STP-RE | $2,235,200 | 04/97 |
| PARKER | NCL OF WEATHERFORD, N | 5 | 4F | 558,800 | / |
| OTHER | TRINITY RIVER BRIDGE | 2 | C,E | 0 | |
| 0313-02-041 | REHABILITATE ROADWAY | 7.062 | 0 | $2,794,000 | |
| FORT WORTH | FM 4 | | BRDG-ON | $230,400 | 03/97 |
| PALO PINTO | AT TRIBUTARY TO BRAZOS RIVER | 5 | 6A | 57,600 | / |
| OTHER | . | 2 | C,E | 0 | |
| 0736-01-017 | REPLACE BRIDGE & APPROACHES | 0.100 | 0 | $288,000 | |
| FORT WORTH | SH 108 | | BRDG-ON | $396,000 | 09/96 |
| ERATH | AT SOUTH FORK OF NORTH BOSQUE RIVER | 5 | 6A | 99,000 | / |
| OTHER | . | 2 | C,E | 0 | |
| 0343-04-902 | REPLACE OF BRIDGE OF APPROACHES | 0.189 | 0 | $495,000 | |
| FORT WORTH | SH 199 | | BRDG-ON | $197,600 | 10/96 |
| PARKER | AT GONZALLAS CREEK | 3 | 6A | 49,400 | / |
| OTHER | . | 2 | C,E | 0 | |
| 0171-03-901 | REPLACE BRIDGE | 0.160 | 0 | $247,000 | |
| FORT WORTH | US 380 | | BRDG-ON | $1,598,400 | 02/97 |
| WISE | AT SANDY CREEK | 3 | 6A | 399,600 | / |
| OTHER | . | 2 | C,E | 0 | |
| 0134-07-057 | REPLACE BRIDGE AND APPROACHES | 0.200 | 0 | $1,998,000 | |
| FORT WORTH | CR | | BRDG-OF | $174,400 | 11/96 |
| WISE | ON CR 352 AT WEST FORK TRINITY RIVER | 7 | 6B | 0 | / |
| OTHER | . | 2 | C,E | 43,600 | |
| 0902-20-023 | REPLACE BRIDGE | 0.100 | 0 | $218,000 | |
| FORT WORTH | CR | | BRDG-OF | $164,800 | 11/96 |
| WISE | ON CR 366 AT RUSH CREEK | 7 | 6B | 0 | / |
| OTHER | . | 1 | C,E | 41,200 | |
| 0902-20-025 | REPLACE BRIDGE | 0.100 | 0 | $206,000 | |
| FORT WORTH | CR | | BRDG-OF | $212,800 | 03/97 |
| PARKER | COUNTY ROAD 2045 (MADDUX RD) | 7 | 6B | 0 | / |
| OTHER | OVER DRY CREEK | 1 | C,E | 53,200 | |
| 0902-38-901 | REPLACE BRIDGE AND APPROACHES | 0.100 | 0 | $266,000 | |
| FORT WORTH | CR | | BRDG-OF | $189,600 | 11/96 |
| JACK | ON COUNTY ROAD | 7 | 6B | 0 | / |
| OTHER | AT WEST FORK TRINITY RIVER | 1 | C,E | 47,400 | |
| 0902-40-007 | REPLACE BRIDGE | 0.100 | 0 | $237,000 | |
| FORT WORTH | CR | | BRDG-OF | $71,200 | 11/96 |
| JACK | ON COUNTY ROAD | 7 | 6B | 0 | / |
| OTHER | AT EAST ROCK CREEK | 1 | C,E | 17,800 | |
| 0902-40-902 | REPLACE BRIDGE | 0.161 | 0 | $89,000 | |

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FY 1998

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING D / REVISION D / COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH<br>HOOD<br>OTHER<br>0385-04-027 | SH 144<br>0.35 S OF US 377 IN GRANBURY<br>FM 2425 N<br>WIDEN FROM 2 LANE TO 4 LANE DIVIDED | <br>5<br>2<br>4.686 | STP-RM<br>4E<br>C,E,R<br>0 | $3,478,816<br>869,704<br>0<br>$4,348,520 | 09/97<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0312-04-022 | FM 730<br>CR @ MI PT 9.293, 3.331 MI N OF SH 114<br>SH 114 IN BOYD<br>WIDEN AND RECONSTRUCT ROADWAY | <br>5<br>2<br>3.331 | STP-RE<br>4F<br>C,E<br>0 | $3,587,540<br>896,885<br>0<br>$4,484,425 | 12/97<br>/ |
| FORT WORTH<br>HOOD<br>OTHER<br>0313-08-901 | FM 51<br>AT BRAZOS RIVER<br>.<br>REPLACE BRIDGE | <br>5<br>2<br>0.160 | BRDG-ON<br>6A<br>C,E<br>0 | $2,372,800<br>593,200<br>0<br>$2,966,000 | 09/97<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0312-04-023 | FM 730<br>AT TRINTY RIVER<br>.<br>REPLACE BRIDGE | <br>5<br>2<br>0.100 | BRDG-ON<br>6A<br>C,E<br>0 | $315,200<br>78,800<br>0<br>$394,000 | 11/97<br>/ |
| FORT WORTH<br>ERATH<br>OTHER<br>0343-04-901 | SH 108<br>AT NORTH FORK OF NORTH BOSQUE RIVER<br>.<br>REPLACE BRIDGE OF APPROACHES | <br>5<br>2<br>0.208 | BRDG-ON<br>6A<br>C,E<br>0 | $497,600<br>124,400<br>0<br>$622,000 | 09/97<br>/ |
| FORT WORTH<br>PARKER<br>OTHER<br>0902-38-903 | CR<br>CR 1060 AT ASH CREEK<br>.<br>REPLACE BRIDGE | <br>7<br>1<br>0.160 | BRDG-OF<br>6B<br>C,E<br>0 | $224,000<br>0<br>56,000<br>$280,000 | 02/98<br>/ |
| FORT WORTH<br>ERATH<br>OTHER<br>0902-49-901 | CR<br>E. COLLINS ST AT N. BOSQUE RIVER<br>.<br>REPLACE BRIDGE | <br>7<br>1<br>0.160 | BRDG-OF<br>6B<br>C,E<br>0 | $128,800<br>0<br>32,200<br>$161,000 | 02/98<br>/ |
| FORT WORTH<br>ERATH<br>OTHER<br>0902-49-902 | CR<br>CR 218 AT DAFFAU CREEK<br>.<br>REPLACE BRIDGE | <br>7<br>1<br>0.160 | BRDG-OF<br>6B<br>C,E<br>0 | $110,400<br>0<br>27,600<br>$138,000 | 07/98<br>/ |
| FORT WORTH<br>ERATH<br>OTHER<br>0902-49-903 | CR<br>CR 136 AT LOST CREEK<br>.<br>REPLACE BRIDGE | <br>7<br>1<br>0.160 | BRDG-OF<br>6B<br>C,E<br>0 | $67,200<br>0<br>16,800<br>$84,000 | 07/98<br>/ |
| FORT WORTH<br>JOHNSON<br>OTHER<br>0902-50-909 | CR<br>CR 204 AT S. FORK CHAMBERS CREEK<br>.<br>REPLACE BRIDGE | <br>7<br>2<br>0.160 | BRDG-OF<br>6B<br>C,E<br>0 | $180,000<br>0<br>45,000<br>$225,000 | 08/98<br>/ |
| FORT WORTH<br>JOHNSON<br>OTHER<br>0902-50-912 | CR<br>CR 1118 AT BRAZOS RIVER<br>.<br>REPLACE BRIDGE | <br>7<br>2<br>0.160 | BRDG-OF<br>6B<br>C,E<br>0 | $1,760,000<br>0<br>440,000<br>$2,200,000 | 08/98<br>/ |
| FORT WORTH<br>JOHNSON<br>OTHER<br>0902-50-913 | CR<br>CR 1121 AT NOLAN RIVER<br>.<br>REPLACE BRIDGE | <br>7<br>2<br>0.160 | BRDG-OF<br>6B<br>C,E<br>0 | $318,400<br>0<br>79,600<br>$398,000 | 08/98<br>/ |
| FORT WORTH<br>JOHNSON<br>OTHER<br>0902-50-914 | CR<br>CR 1126 AT NOLAN RIVER<br>.<br>REPLACE BRIDGE | <br>7<br>1<br>0.160 | BRDG-OF<br>6B<br>C,E<br>0 | $286,400<br>0<br>71,600<br>$358,000 | 08/98<br>/ |

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# VIII. FORT WORTH DISTRICT

## FEDERALLY FUNDED

## TRANSIT PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1996

October 16, 1995

| DISTRICT<br>NTY | AGENCY<br><br>DESCRIPTION OF WORK | FED. PROG CATEGORY<br><br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|
| FT WORTH<br>TARRANT | FWTA<br><br>CNG ENGINE | UAFP<br>9<br><br>1106 | $ 34<br>0<br>9<br>$ 43 | FY1996 |
| FT WORTH<br>TARRANT | FWTA<br><br>COPIER | UAFP<br>9<br><br>1106 | $ 12<br>0<br>3<br>$ 15 | FY1996 |
| FT WORTH<br>TARRANT | FWTA<br><br>MAINTENANCE EQUIPMENT | UAFP<br>9<br><br>1106 | $ 340<br>0<br>85<br>$ 425 | FY1996 |
| FT WORTH<br>TARRANT | FWTA<br><br>VEHICLE ACQ - ALT ROUTE VANS | UAFP<br>9<br><br>1106 | $ 320<br>0<br>80<br>$ 400 | FY1996 |
| FT WORTH<br>TARRANT | FWTA<br><br>VEHICLE ACQ - MITS VANS | UAFP<br>9<br><br>1106 | $ 272<br>0<br>68<br>$ 340 | FY1996 |
| FT WORTH<br>TARRANT | FWTA<br><br>VEHICLE ACQ - SERVICE TRUCKS | UAFP<br>9<br><br>1106 | $ 54<br>0<br>14<br>$ 68 | FY1996 |
| FT WORTH<br>NT | FWTA<br><br>VEHICLE ACQ - STAFF VEHICLES | UAFP<br>9<br><br>1106 | $ 32<br>0<br>8<br>$ 40 | FY1996 |
| FT WORTH<br>TARRANT | FWTA<br><br>OPERATING ASST - FWTA & NETS | UAFP<br>9<br><br>1106 | $ 3,821<br>238<br>13,989<br>$ 18,048 | FY1996 |
| FT WORTH<br>TARRANT | HANDITRAN<br><br>OPERATING ASSISTANCE | UAFP<br>9<br><br>1106 | $ 635<br>317<br>317<br>$ 1,270 | FY1996 |
| FT WORTH<br>TARRANT | FWTA<br><br>RAILTRAN | CAPITAL<br>3<br><br>1106 | $ 5,000<br>0<br>1,250<br>$ 6,250 | FY1996 |
| FT WORTH<br>TARRANT | AMERICAN RED CROSS<br><br>VEH ACQ - FOUR MINIVANS | EPDP<br>16<br><br>1106 | $ 111<br>0<br>27<br>$ 138 | FY1996 |
| FT WORTH<br>TARRANT | TRINITY TERRACE<br><br>VEH ACQ - ONE STANDARD VAN | EPDP<br>16<br><br>1106 | $ 29<br>0<br>7<br>$ 36 | FY1996 |
| FT WORTH<br>JOHNSON | CITY OF CLEBURNE<br><br>CAP, ADMIN, & OPERATING ASST | NAFP<br>18<br><br>1106 | $ 47<br>110<br>34<br>$ 191 | FY1996 |
| RTH<br>PALO PINTO | PALO PINTO COUNTY TRANSP COUNCIL<br><br>ADMIN & OPERATING ASST | NAFP<br>18<br><br>1106 | $ 60<br>134<br>24<br>$ 218 | FY1996 |

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

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October 16, 1995

| DISTRICT<br>COUNTY | AGENCY<br><br>DESCRIPTION OF WORK | FED. PROG<br>CATEGORY<br><br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|
| FT WORTH<br>PARKER | PARKER COUNTY TRANSPORTATION SERVIC<br><br><br>ADMIN & OPERATING ASST | NAFP<br>18<br><br>1106 | $ 86<br>194<br>145<br>$ 425 | FY1996 |
| FT WORTH<br>SOMERVELL | THE TRANSIT SYSTEM<br><br><br>CAP, ADMIN, & OPERATING ASST | NAFP<br>18<br><br>1106 | $ 155<br>350<br>367<br>$ 872 | FY1996 |

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1997

October 16, 1995

| DISTRICT / TY | AGENCY / DESCRIPTION OF WORK | FED. PROG CATEGORY / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|
| FT WORTH | FWTA | UAFP | $ 3,200 | FY1997 |
| TARRANT | | 9 | 0 | |
| | | | 800 | |
| | BUS RADIO SYSTEM | 1106 | $ 4,000 | |
| FT WORTH | FWTA | UAFP | $ 1,185 | FY1997 |
| TARRANT | | 9 | 238 | |
| | | | 17,527 | |
| | OPERATING ASST - FWTA & NETS | 1106 | $ 18,950 | |
| FT WORTH | HANDITRAN | UAFP | $ 500 | FY1997 |
| TARRANT | | 9 | 62 | |
| | | | 62 | |
| | CAPITAL ASSISTANCE | 1106 | $ 625 | |
| FT WORTH | HANDITRAN | UAFP | $ 635 | FY1997 |
| TARRANT | | 9 | 317 | |
| | | | 317 | |
| | OPERATING ASSISTANCE | 1106 | $ 1,270 | |

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1998

October 16, 1995

| DISTRICT<br>COUNTY | AGENCY<br><br>DESCRIPTION OF WORK | FED. PROG<br>CATEGORY<br><br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|
| FT WORTH<br>TARRANT | FWTA<br><br><br>FARE BOX SYSTEM | UAFP<br>9<br><br>1106 | $ 1,200<br>0<br>300<br>$ 1,500 | FY1998 |
| FT WORTH<br>TARRANT | FWTA<br><br><br>PASSENGER SHELTERS | UAFP<br>9<br><br>1106 | $ 128<br>0<br>32<br>$ 160 | FY1998 |
| FT WORTH<br>TARRANT | FWTA<br><br><br>VEHICLE ACQ - MITS VANS | UAFP<br>9<br><br>1106 | $ 963<br>0<br>241<br>$ 1,204 | FY1998 |
| FT WORTH<br>TARRANT | FWTA<br><br><br>VEHICLE ACQ - STAFF VEHICLES | UAFP<br>9<br><br>1106 | $ 96<br>0<br>24<br>$ 120 | FY1998 |
| FT WORTH<br>TARRANT | FWTA<br><br><br>OPERATING ASST - FWTA & NETS | UAFP<br>9<br><br>1106 | $ 1,998<br>0<br>17,900<br>$ 19,898 | FY1998 |
| FT WORTH<br>TARRANT | HANDITRAN<br><br><br>CAPITAL ASSISTANCE | UAFP<br>9<br><br>1106 | $ 500<br>0<br>125<br>$ 625 | FY1998 |
| FT WORTH<br>TARRANT | HANDITRAN<br><br><br>OPERATING ASSISTANCE | UAFP<br>9<br><br>1106 | $ 635<br>0<br>635<br>$ 1,270 | FY1998 |

# IX. FORT WORTH DISTRICT

## STATE FUNDED

## HIGHWAY PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1996

September 14, 1995

| DISTRICT<br>COUNTY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | IH 820 | | PM | $ 0 | 96 / 02 |
| TARRANT | 0.2 MI WEST OF US 377 | 1 | 7 | 104,000 | |
| | SPUR 580 | 0 | C,E | 0 | |
| 0008-15-028 | SEAL COAT FRONTAGE ROADS AND PAVEMENT | 5.033 | 1106 | $ 104,000 | |
| FORT WORTH | IH 20 | | PM | $ 0 | 96 / 02 |
| TARRANT | BRYANT-IRVIN RD | 1 | 7 | 89,000 | |
| | 0.2 MI WEST OF US 377 | 0 | C,E | 0 | |
| 0008-16-024 | SEAL COAT FRONTAGE ROADS AND PAVEMENT | 4.271 | 1106 | $ 89,000 | |
| FORT WORTH | IH 35W | | PM | $ 0 | 96 / 02 |
| TARRANT | SH 121 | 1 | 7 | 31,100 | |
| | LONG AVE | 0 | C,E | 0 | |
| 0014-16-221 | SEAL COAT | 3.200 | 1106 | $ 31,100 | |
| FORT WORTH | US 377 | | PM | $ 0 | 96 / 02 |
| TARRANT | IH 20 | 3 | 7 | 396,500 | |
| | DUTCH BRANCH | 0 | C,E | 0 | |
| 0080-07-070 | ASPHALTIC CONCRETE OVERLAY AND | 2.403 | 1106 | $ 396,500 | |
| FORT WORTH | SH 183 | | PM | $ 0 | 96 / 02 |
| TARRANT | IH 35W | 3 | 7 | 575,000 | |
| | US 377 | 0 | C,E | 0 | |
| 0094-01-031 | PLANE EXISTING ASPHALT SURFACE, ASPHALT | 3.000 | 1006 | $ 575,000 | |
| FORT WORTH | SH 183 | | PM | $ 0 | 96 / 02 |
| TARRANT | US 377 | 3 | 7 | 181,900 | |
| | SH 26 | 0 | C,E | 0 | |
| 0094-02-107 | ASPHALTIC CONCRETE PAVEMENT OVERLAY | 1.000 | 1106 | $ 181,900 | |
| FORT WORTH | FM 1810 | | PM | $ 0 | 96 / 02 |
| E | JACK COUNTY LINE | 5 | 7 | 86,300 | |
| | FM 2952 | 0 | C,E | 0 | |
| 0134-06-043 | SEAL COAT & PAVEMENT MARKINGS | 6.560 | 1106 | $ 86,300 | |
| FORT WORTH | SH 199 | | PM | $ 0 | 96 / 02 |
| TARRANT | IH 820 | 3 | 7 | 168,400 | |
| | UNIVERSITY DR | 0 | C,E | 0 | |
| 0171-05-070 | SEAL COAT | 4.800 | 1106 | $ 168,400 | |
| FORT WORTH | LP 344 | | PM | $ 0 | 96 / 02 |
| TARRANT | PARKER COUNTY LINE | 6 | 7 | 14,700 | |
| | SH 199 | 0 | C,E | 0 | |
| 0171-09-004 | SEAL COAT AND PAVEMENT MARKINGS | 0.530 | 1106 | $ 14,700 | |
| FORT WORTH | BU 287P | | PM | $ 0 | 96 / 02 |
| TARRANT | JOHNSON COUNTY LINE | 3 | 7 | 290,000 | |
| | IH 820 | 0 | C,E | 0 | |
| 0172-02-061 | MICROSURFACINF AND PAVEMENT MARKINGS | 10.600 | 1106 | $ 290,000 | |
| FORT WORTH | SH 114 | | PM | $ 0 | 96 / 02 |
| TARRANT | KIRKWOOD BLVD | 4 | 7 | 236,800 | |
| | WHITE CHAPEL | 0 | C,E | 0 | |
| 0353-03-070 | PLANE EXISTING ASPHALT SURFACE, ASPHALT | 1.700 | 1106 | $ 236,800 | |
| FORT WORTH | FM 157 | | PM | $ 0 | 96 / 02 |
| JOHNSON | BU 287P | 5 | 7 | 130,700 | |
| | US 67 | 0 | C,E | 0 | |
| 0747-05-021 | BASE REPAIR, LEVEL-UP, SEAL COAT AND | 8.859 | 1106 | $ 130,700 | |
| FORT WORTH | FM 718 | | PM | $ 0 | 96 / 02 |
| TARRANT | WISE COUNTY LINE | 5 | 7 | 49,800 | |
| | BU 287P | 0 | C,E | 0 | |
| 1098-02-009 | SEAL COAT AND PAVEMENT MARKINGS | 3.290 | 1106 | $ 49,800 | |
| FORT WORTH | FM 1187 | | PM | $ 0 | 96 / 02 |
| TARRANT | IH 35W | 5 | 7 | 49,000 | |
| | BEVERLY ST | 0 | C,E | 0 | |
| 1330-01-046 | SEAL COAT AND PAVEMENT MARKINGS | 2.357 | 1106 | $ 49,000 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
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FY 1996

September 14, 1995

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED. PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | FM 1886 | | PM | $ 0 | 96 / 02 |
| TARRANT | PARKER COUNTY LINE | 5 | 7 | 67,500 | |
| | SH 199 | 0 | C,E | 0 | |
| 1605-02-015 | SEAL COAT & PAVEMENT MARKINGS | 5.050 | 1106 | $ 67,500 | |
| FORT WORTH | FM 1187 | | PM | $ 0 | 96 / 02 |
| TARRANT | US 377 | 5 | 7 | 23,300 | |
| | PARKER COUNTY LINE | 0 | C,E | 0 | |
| 2291-02-006 | SEAL COAT AND PAVEMENT MARKINGS | 1.570 | 1106 | $ 23,300 | |
| FORT WORTH | FM 2738 | | PM | $ 0 | 96 / 02 |
| JOHNSON | TARRANT COUNTY LINE | 6 | 7 | 337,200 | |
| | US 67 | 0 | C,E | 0 | |
| 2762-01-011 | PLANE ASPHALT SURFACE, LEVEL-UP, SEAL | 9.826 | 1106 | $ 337,200 | |
| FORT WORTH | FM 3325 | TXDOT | 8 | $ 0 | 96 / 06 |
| PARKER | 0.57 MI N OF MARY'S CREEK RD | 5 | 8 | 902,111 | |
| | IH 20 | 0 | C,E,R | 0 | |
| 3516-01-901 | EXTEND EXISTING FARM TO MARKET ROAD | 1.553 | 1106 | $ 902,111 | |
| FORT WORTH | FM 3048 | TXDOT | FM-NEW | $ 0 | 96 / 08 |
| JOHNSON | SH 174 NORTH OF CLEBURNE, EAST | 6 | 8B | 1,200,000 | |
| | END OF EXISTING FM 3048 (1.3 MI W) | 0 | C,E,R | 0 | |
| 3414-01-005 | EXTEND FARM TO MARKET ROAD | 1.300 | 1106 | $ 1,200,000 | |
| FORT WORTH | FM 3325 | TXDOT | FM-NEW | $ 0 | 96 / 06 |
| PARKER | END OF FM 3325, 3.18 MI S OF FM 1886, S | 5 | 8B | 1,800,000 | |
| | 0.57 MI N OF MARY'S CREEK RD | 0 | C,E,R | 0 | |
| 3516-01-004 | EXTEND EXISTING FARM TO MARKET ROAD | 2.231 | 1106 | $ 1,800,000 | |
| FORT WORTH | BS 114L | COG #4234 | 10 | $ 0 | 95 / 10 |
| TARRANT | AT DALLAS RD IN GRAPEVINE | 4 | 10 | 0 | |
| | . | 4 | C,E | 0 | 020 CMAQ MATCH |
| 0353-07-020 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY EST IN CAT 5 |
| FORT WORTH | FM 1938 | COG #4225 | 10 | $ 0 | 95 / 09 |
| TARRANT | AT N TARRANT PKWY IN N RICHALAND HILLS | 1 | 10 | 0 | |
| | . | 2 | C,E | 0 | |
| 1978-01-033 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | |
| FORT WORTH | IH 820 | COG #4267 | 10 | $ 0 | 95 / 09 |
| TARRANT | AT US 377 IN HALTOM CITY | 1 | 10 | 0 | |
| | . | 4 | C,E | 0 | 082 CMAQ MATCH |
| 0008-14-082 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY EST IN CAT 5 |
| FORT WORTH | IH 820 | COG #4275 | 10 | $ 0 | 96 / 07 |
| TARRANT | AT BEACH ST IN FORT WORTH | 1 | 10 | 0 | |
| | . | 4 | C,E | 0 | 083 CMAQ MATCH |
| 0008-14-083 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY EST IN CAT 5 |
| FORT WORTH | SH 121 | COG #4227 | 10 | $ 0 | 95 / 09 |
| TARRANT | AT MID CITIES BLVD IN BEDFORD | 2 | 10 | 0 | |
| | . | 6 | C,E | 0 | 096 CMAQ MATCH |
| 0364-01-096 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY EST IN CAT 5 |
| FORT WORTH | SH 121 | COG #4232 | 10 | $ 0 | 95 / 09 |
| TARRANT | AT MUSTANG DR IN GRAPEVINE | 2 | 10 | 0 | |
| | . | 0 | C,E | 0 | 098 CMAQ MATCH |
| 0364-01-098 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY EST IN CAT 5 |
| FORT WORTH | SH 121 | COG #4233 | 10 | $ 0 | 95 / 10 |
| TARRANT | AT HALL-JOHNSON RD IN GRAPEVINE | 2 | 10 | 0 | |
| | . | 6 | C,E | 0 | 099 CMAQ MATCH |
| 0364-01-099 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY EST IN CAT 5 |
| FORT WORTH | SH 26 | COG #427 | 10 | $ 0 | 95 / 09 |
| TARRANT | AT STRUMMER DR IN NORTH RICHLAND HILLS | 3 | 10 | 0 | |
| | . | 4 | C,E | 0 | 102 CMAQ MATCH |
| 0363-01-102 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY EST IN CAT 5 |



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|---|---|---|---|---|---|
| FORT WORTH | SH 26 | COG #4271 | 10 | $ 0 | 95 / 09 |
| TARRANT | AT EMERALD HILLS WAY IN NORTH RICHLAND | 3 | 10 | 0 | |
| | HILLS | 4 | C,E | 0 | 103 CMAQ MATCH |
| 0363-01-103 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY MATCH IN CAT |
| FORT WORTH | SP 303 | TXDOT | 10 | $ 0 | 96 / 01 |
| TARRANT | AT BOWEN RD. IN PANTEGO | 3 | 10 | 50,000 | |
| | . | 0 | C,E | 0 | |
| 2208-01-045 | TRAFFIC SIGNAL | 0.001 | 1106 | $ 50,000 | |
| FORT WORTH | US 377 | COG #4303 | 10 | $ 0 | 95 / 09 |
| TARRANT | AT CHAPMAN RD IN WATAUGA | 3 | 10 | 0 | |
| | . | 4 | C,E | 0 | 049 CMAQ MATCH |
| 0081-02-049 | TRAFFIC SIGNAL IMPROVEMENTS | 0.001 | 1106 | $ 0 | ONLY EST IN CAT 5 |
| FORT WORTH | VA | TXDOT | 10 | $ 0 | 96 / 08 |
| TARRANT | VARIOUS LOCATIONS IN FORT WORTH DIST | 3 | 10 | 15,000 | |
| | . | 0 | C,E | 0 | |
| 0902-00-911 | LUMP SUM OBLIGATION | 0.001 | 1106 | $ 15,000 | |
| FORT WORTH | IH 20 | | TMS REH | $ 0 | 96 / 03 |
| PARKER | AT FM 1187 | 1 | 10B | 39,200 | |
| | . | 0 | C,E | 0 | |
| 0008-03-075 | UPGRADE VARIABLE MESSAGE SIGN | 0.001 | 1106 | $ 39,200 | |
| FORT WORTH | IH 20 | | TMS REH | $ 0 | 96 / 03 |
| TARRANT | AT WINSCOTT RD | 1 | 10B | 39,200 | |
| | . | 0 | C,E | 0 | |
| 0008-16-025 | UPGRADE VARIABLE MESSAGE SIGN | 0.001 | 1106 | $ 39,200 | |
| FORT WORTH | IH 35W | | TMS REH | $ 0 | 96 / 04 |
| TARRANT | VICKERY BLVD | 1 | 10B | 150,200 | |
| | IH 20 | 0 | C,E | 0 | |
| 0014-16-222 | UPGRADE TRAFFIC MANAGEMENT SYSTEM TO | 5.114 | 1106 | $ 150,200 | |
| FORT WORTH | IH 30 | | TMS REH | $ 0 | 96 / 05 |
| TARRANT | HULEN ST | 1 | 10B | 11,240 | |
| | MONTGOMERY ST | 0 | C,E | 0 | |
| 1068-01-171 | OVERHEAD SIGN BRIDGE | 1.500 | 1106 | $ 11,240 | |
| FORT WORTH | IH 30 | | TMS REH | $ 0 | 96 / 06 |
| TARRANT | WESTRIDGE AVE | 1 | 10B | 107,900 | |
| | UNIVERSITY DR | 0 | C,E | 0 | |
| 1068-01-172 | REHABILITATE TRAFFIC SURVEILLANCE | 0.100 | 1106 | $ 107,900 | |
| FORT WORTH | IH 20 | | TMS REH | $ 0 | 96 / 03 |
| TARRANT | AT BOWMAN SPRINGS RD | 1 | 10B | 39,200 | |
| | . | 0 | C,E | 0 | |
| 2374-05-050 | UPGRADE VARIABLE MESSAGE SIGN | 0.001 | 1106 | $ 39,200 | |
| FORT WORTH | IH 20 | | TMS REH | $ 0 | 96 / 05 |
| TARRANT | SH 183 | 1 | 10B | 56,559 | |
| | HEMPHILL ST | 0 | C,E | 0 | |
| 0008-12-070 | OVERHEAD SIGN BRIDGE | 4.200 | 1106 | $ 56,559 | |
| FORT WORTH | FM 731 | | DISCR | $ 0 | 96 / 04 |
| JOHNSON | SH 174, N 0.6 MI | 4 | 11 | 400,000 | |
| | . | 0 | C,E | 211,000 | |
| 1094-03-010 | CONSTRUCT RIGHT AND LEFT TURN LANES AT | 0.604 | 1106 | $ 611,000 | |
| FORT WORTH | SH 360 | | DISCR | $ 0 | 95 / 10 |
| TARRANT | @ SH 360 FRTG RDS & HARWOOD RD IN EULESS | 2 | 11 | 100,826 | |
| | . | 0 | C | 0 | |
| 2266-02-091 | TRAFFIC SIGNAL | 0.001 | 1106 | $ 100,826 | |
| FORT WORTH | VA | COG #4055 | URBAN | $ 0 | 96 / 08 |
| TARRANT | VARIOUS URBAN STREETS | 4 | 13D | 1,852,560 | |
| | . | 0 | C,E | 463,140 | |
| 0902-48-903 | LUMP SUM OBLIGATION (TIP YR 1996) | 0.001 | 1106 | $ 2,315,700 | |



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|---|---|---|---|---|---|
| FORT WORTH | FM 1542 | TXDOT | REHAB | $ 0 | 96 / 05 |
| PARKER | SH 199 | 6 | 14 | 1,053,700 | |
| | TARRANT COUNTY LINE | 2 | C,E | 0 | |
| 1467-01-013 | REHABILITATE AND WIDEN ROADWAY | 4.616 | 1106 | $ 1,053,700 | |
| FORT WORTH | FM 1542 | TXDOT | REHAB | $ 0 | 96 / 05 |
| TARRANT | PARKER COUNTY LINE, E | 6 | 14 | 24,100 | |
| | FM 730 | 2 | C,E | 0 | |
| 1467-02-005 | REHABILITATE AND WIDEN ROADWAY | 0.089 | 1106 | $ 24,100 | |
| FORT WORTH | IH 35W | TXDOT | REHAB | $ 0 | 96 / 01 |
| TARRANT | WESTERN CENTER BLVD | 1 | 14 | 480,500 | |
| | IH 820 | 4 | C,E | 0 | |
| 0014-16-219 | CONCRETE PAVEMENT REPAIR, REHABILITATE | 1.107 | 1106 | $ 480,500 | |
| FORT WORTH | SH 360 | | REHAB | $ 0 | 96 / 04 |
| TARRANT | ABRAMS BLVD | 2 | 14 | 300,000 | |
| | RANDOLL MILL RD | 0 | C,E | 0 | |
| 2266-02-092 | PLANE ASPHALT SURFACE, BASE REPAIR AND | 0.700 | 1106 | $ 300,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | VA | TXDOT | PM | $ 0 | 97 / 01 |
| TARRANT | DISTRICT WIDE | 3 | 7 | 7,367,000 | |
| | . | 0 | C,E | 0 | |
| 0902-00-904 | PREVENTIVE MAINTENANCE (1997) | 0.001 | 1106 | $ 7,367,000 | |
| FORT WORTH | VA | COG #4054 | TMS REH | $ 344,000 | 97 / 08 |
| TARRANT | VARIOUS HIGHWAYS IN TARRANT COUNTY | 4 | 10B | 86,000 | |
| | . | 0 | C,E | 0 | |
| 0902-48-906 | LUMP SUM OBLIGATION (TIP YR 1997) | 0.001 | 1106 | $ 430,000 | |
| FORT WORTH | VA | COG #4055 | URBAN | $ 1,646,400 | 97 / 08 |
| TARRANT | VARIOUS URBAN STREETS | 4 | 13D | 411,600 | |
| | . | 0 | C,E | 0 | |
| 0902-48-904 | LUMP SUM OBLIGATION (TIP YR 1997) | 0.001 | 1106 | $ 2,058,000 | |
| FORT WORTH | FM 1807 | TXDOT | REHAB | $ 0 | 97 / 01 |
| JOHNSON | FM 1706 | 6 | 14 | 1,216,100 | |
| | 0.8 MI EAST | 2 | C,E | 0 | |
| 1600-02-011 | REHABILITATE DETERIORATING ROADWAY | 0.833 | 1106 | $ 1,216,100 | |
| FORT WORTH | IH 20 | TXDOT | MISC | $ 0 | 96 / 12 |
| TARRANT | SH 183 | 1 | 16 | 100,000 | |
| | TRINITY RIVER | 0 | C,E | 0 | |
| 0008-16-901 | LANDSCAPE | 0.451 | 1106 | $ 100,000 | |
| FORT WORTH | IH 30 | TXDOT | MISC | $ 0 | 97 / 08 |
| TARRANT | AT IH 820 (EAST) | 1 | 16 | 250,000 | |
| | . | 0 | C,E | 0 | |
| 1068-02-902 | LANDSCAPE | 0.001 | 1106 | $ 250,000 | |
| FORT WORTH | SH 360 | TXDOT | MISC | $ 0 | 97 / 08 |
| TARRANT | SH 183 | 2 | 16 | 250,000 | |
| | SH 121 | 0 | C,E | 0 | |
| 2266-02-902 | LANDSCAPE | 8.851 | 1106 | $ 250,000 | |
| FORT WORTH | VA | TXDOT | MISC | $ 0 | 97 / 01 |
| TARRANT | VARIOUS LOCATIONS IN FORT WORTH | 0 | 16 | 270,000 | |
| | . | 0 | C,E | 0 | |
| 0902-00-908 | LUMP SUM OBLIGATION (TIP YEAR 1997) | 0.100 | 1106 | $ 270,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | VA | TXDOT | PM | $ 0 | 98 / 02 |
| TARRANT | VARIOUS HIGHWAYS | 1 | 7 | 5,843,000 | |
| | VARIOUS HIGHWAYS | 0 | C,E | 0 | |
| 0902-00-909 | PREVENTIVE MAINTENANCE (1998) | 1.000 | 1106 | $ 5,843,000 | |
| FORT WORTH | VA | | TMS REH | $ 344,000 | 98 / 08 |
| TARRANT | VARIOUS HIGHWAYS IN TARRANT COUNTY | 4 | 10B | 86,000 | |
| | . | 0 | C,E | 0 | |
| 0902-48-918 | LUMP SUM OBLIGATION (TIP YR 1998) | 0.001 | 1106 | $ 430,000 | |
| FORT WORTH | FM 4 | | DISCR | $ 0 | 97 / 11 |
| JOHNSON | 0.6 MI WEST OF SH 174 | 5 | 11 | 1,727,000 | |
| | SH 174 | 2 | C,E,R | 0 | |
| 1513-02-034 | WIDEN TWO LANES TO FOUR LANES WITH | 0.611 | 1106 | $ 1,727,000 | |
| FORT WORTH | VA | COG #4054 | URBAN | $ 1,646,400 | 98 / 08 |
| TARRANT | VARIOUS URBAN STREETS | 4 | 13D | 411,600 | |
| | . | 0 | C,E | 0 | |
| 0902-48-905 | LUMP SUM OBLIGATION (TIP YR 1998) | 0.001 | 1106 | $ 2,058,000 | |
| FORT WORTH | VA | | MISC | $ 0 | 98 / 01 |
| TARRANT | VARIOUS LOCATIONS IN FORT WORTH | 0 | 16 | 609,000 | |
| | . | 0 | C,E | 0 | |
| 0902-00-917 | LUMP SUM OBLIGATION (1998 TIP YEAR) | 0.100 | 1106 | $ 609,000 | |



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|---|---|---|---|---|---|
| FORT WORTH | BU 81-D | | PM | $0 | 02/96 |
| WISE | US 287 (NORTH) | S | 7 | 10,000 | / |
| OTHER | US 287(SOUTH) | 0 | C,E | 0 | |
| 0013-09-007 | FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | 4.730 | 0 | $10,000 | |
| FORT WORTH | FM 113 | | PM | $0 | 02/96 |
| PARKER | US 180 | S | 7 | 16,600 | / |
| OTHER | IH 20 | 0 | C,E | 0 | |
| 0717-01-019 | FOG SEAL | 8.830 | 0 | $16,600 | |

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|---|---|---|---|---|---|
| FORT WORTH | FM 167 | | PM | $0 | 02/96 |
| HOOD | FM 4 | 5 | 7 | 230,900 | / |
| OTHER | END OF FM 167 | 0 | C,E | 0 | |
| 1513-01-011 | SEAL COAT, ASPHALT CONCRETE OVERLAY AND PAVEMENT MARKINGS | 4.256 | 0 | $230,900 | |
| FORT WORTH | FM 1884 | | PM | $0 | 02/96 |
| PARKER | SH 171 | 5 | 7 | 16,500 | / |
| OTHER | 7.9 MI SOUTH OF SH 171 | 0 | C,E | 0 | |
| 1601-02-021 | FOG SEAL | 7.872 | 0 | $16,500 | |
| FORT WORTH | FM 1885 | | PM | $0 | 02/96 |
| PARKER | PALO PINTO COUNTY LINE | 5 | 7 | 9,100 | / |
| OTHER | FM 52 | 0 | C,E | 0 | |
| 0539-05-010 | FOG SEAL | 5.064 | 0 | $9,100 | |
| FORT WORTH | FM 1885 | | PM | $0 | 02/96 |
| PARKER | FM 52 | 5 | 7 | 16,800 | / |
| OTHER | FM 920 | 0 | C,E | 0 | |
| 0649-02-023 | FOG SEAL | 9.551 | 0 | $16,800 | |
| FORT WORTH | FM 2048 | | PM | $0 | 02/96 |
| WISE | FM 51 | 6 | 7 | 78,200 | / |
| OTHER | FM 730 | 0 | C,E | 0 | |
| 2466-01-006 | SEAL COAT & PAVEMENT MARKINGS | 6.498 | 0 | $78,200 | |
| FORT WORTH | FM 2127 | | PM | $0 | 02/96 |
| JACK | SH 148 | 6 | 7 | 136,300 | / |
| OTHER | SH 59 | 0 | C,E | 0 | |
| 1287-01-011 | SEAL COAT & PAVEMENT MARKINGS | 10.800 | 0 | $136,300 | |
| FORT WORTH | FM 2127 | | PM | $0 | 02/96 |
| JACK | MONTAGUE COUNTY LINE | 6 | 7 | 66,800 | / |
| OTHER | WISE COUNTY LINE | 0 | C,E | 0 | |
| 1848-01-009 | SEAL COAT & PAVEMENT MARKINGS | 5.180 | 0 | $66,800 | |
| FORT WORTH | FM 2127 | | PM | $0 | 02/96 |
| JACK | SH 59 | 6 | 7 | 35,900 | / |
| OTHER | MONTAGUE COUNTY LINE | 0 | C,E | 0 | |
| 1848-03-005 | SEAL COAT & PAVEMENT MARKINGS | 2.890 | 0 | $35,900 | |
| FORT WORTH | FM 219 | | PM | $0 | 02/96 |
| ERATH | SH 6 | 5 | 7 | 163,400 | / |
| OTHER | HAMILTON COUNTY LINE | 0 | C,E | 0 | |
| 0774-01-013 | SEAL COAT AND PAVEMENT MARKINGS | 14.714 | 0 | $163,400 | |
| FORT WORTH | FM 2210 | | PM | $0 | 02/96 |
| JACK | 7.58 MI E OF US 281 | 6 | 7 | 67,080 | / |
| OTHER | WISE COUNTY LINE | 0 | C,E | 0 | |
| 1992-01-012 | SEAL COAT & PAVEMENT MARKINGS | 5.830 | 0 | $67,080 | |
| FORT WORTH | FM 2210 | | PM | $0 | 02/96 |
| JACK | US 281 | 6 | 7 | 88,920 | / |
| OTHER | 7.58 MI E OF US 281 | 0 | C,E | 0 | |
| 2212-03-009 | SEAL COAT | 7.580 | 0 | $88,920 | |
| FORT WORTH | FM 2265 | | PM | $0 | 02/96 |
| WISE | SH 101 | 6 | 7 | 61,800 | / |
| OTHER | FM 1655 | 0 | C,E | 0 | |
| 2738-01-011 | SEAL COAT & PAVEMENT MARKINGS | 5.047 | 0 | $61,800 | |
| FORT WORTH | FM 407 | | PM | $0 | 02/96 |
| WISE | US 81 | 5 | 7 | 60,300 | / |
| OTHER | DENTON COUNTY LINE | 0 | C,E | 0 | |
| 1568-01-011 | SEAL COAT & PAVEMENT MARKINGS | 4.469 | 0 | $60,300 | |

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|---|---|---|---|---|---|
| FORT WORTH | FM 455 | | PM | $0 | 02/96 |
| WISE | FM 51 | 5 | 7 | 27,500 | / |
| OTHER | DENTON COUNTY LINE | 0 | C,E | 0 | |
| 0816-01-010 | SEAL COAT & PAVEMENT MARKINGS | 2.110 | 0 | $27,500 | |
| FORT WORTH | FM 455 | | PM | $0 | 02/96 |
| WISE | COOKE COUNTY LINE | 5 | 7 | 70,700 | / |
| OTHER | FM 51 | 0 | C,E | 0 | |
| 1352-04-010 | SEAL COAT & PAVEMENT MARKINGS | 5.410 | 0 | $70,700 | |
| FORT WORTH | FM 5 | | PM | $0 | 02/96 |
| PARKER | FM 1187 | 6 | 7 | 12,100 | / |
| OTHER | BEAR CREEK RD | 0 | C,E | 0 | |
| 0008-09-024 | FOG SEAL | 6.097 | 0 | $12,100 | |
| FORT WORTH | FM 5 | | PM | $0 | 02/96 |
| PARKER | BEAR CREEK RD | 6 | 7 | 10,500 | / |
| OTHER | IH 20 | 0 | C,E | 0 | |
| 1469-01-012 | FOG SEAL | 4.910 | 0 | $10,500 | |
| FORT WORTH | FM 51 | | PM | $0 | 02/96 |
| PARKER | US 180 | 5 | 7 | 258,700 | / |
| OTHER | WISE COUNTY | 0 | C,E | 0 | |
| 0313-02-043 | SEAL COAT & PAVEMENT MARKINGS | 9.684 | 0 | $258,700 | |
| FORT WORTH | FM 920 | | PM | $0 | 02/96 |
| PARKER | WISE COUNTY LINE | 5 | 7 | 42,100 | / |
| OTHER | FM 51 | 0 | C,E | 0 | |
| 1179-02-023 | FOG SEAL | 17.735 | 0 | $42,100 | |
| FORT WORTH | IH 20 | | PM | $0 | 02/96 |
| PARKER | US 180 | 1 | 7 | 50,000 | / |
| OTHER | TARRANT COUNTY LINE | 0 | C,E | 0 | |
| 0008-03-074 | FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | 9.500 | 0 | $50,000 | |
| FORT WORTH | IH 20 | | PM | $0 | 02/96 |
| PARKER | PALO PINTO COUNTY LINE | 1 | 7 | 50,000 | / |
| OTHER | SPUR 312 | 0 | C,E | 0 | |
| 0314-01-063 | FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | 16.990 | 0 | $50,000 | |
| FORT WORTH | IH 20 | | PM | $0 | 02/96 |
| PALO PINTO | FM 4 | 1 | 7 | 37,500 | / |
| OTHER | PARKER COUNTY LINE | 0 | C,E | 0 | |
| 0314-02-044 | FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | 9.500 | 0 | $37,500 | |
| FORT WORTH | IH 20 | | PM | $0 | 02/96 |
| PALO PINTO | FM 4 | 1 | 7 | 37,500 | / |
| OTHER | ERATH COUNTY LINE | 0 | C,E | 0 | |
| 0314-03-039 | FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | 11.260 | 0 | $37,500 | |
| FORT WORTH | IH 20 | | PM | $0 | 02/96 |
| ERATH | EASTLAND COUNTY LINE | 1 | 7 | 25,000 | / |
| OTHER | PALO PINTO COUNTY LINE | 0 | C,E | 0 | |
| 0314-04-028 | FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | 5.880 | 0 | $25,000 | |
| FORT WORTH | IH 20 | | PM | $0 | 02/96 |
| PARKER | SPUR 312 | 1 | 7 | 50,000 | / |
| OTHER | US 180 | 0 | C,E | 0 | |
| 0314-07-026 | FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | 12.350 | 0 | $50,000 | |
| FORT WORTH | IH 35W | | PM | $0 | 02/96 |
| JOHNSON | SH 81 | 1 | 7 | 187,500 | / |
| OTHER | HILL COUNTY LINE | 0 | C,E | 0 | |
| 0014-22-021 | ASPHALT CONCRETE SURFACE REHABILITATION | 2.894 | 0 | $187,500 | |

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FY 1996

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING / REVISION / COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH<br>WISE<br>OTHER<br>0351-02-018 | SH 101<br>FM 1810<br>MONTAGUE CO<br>SEAL COAT & PAVEMENT MARKINGS | <br>5<br>0<br>10.386 | PM<br>7<br>C,E<br>0 | $0<br>395,574<br>0<br>$395,574 | 01/96<br>/ |
| FORT WORTH<br>ERATH<br>OTHER<br>0343-03-021 | SH 108<br>FM 1188<br>PALO PINTO COUNTY LINE<br>SEAL COAT AND PAVEMENT MARKINGS | <br>5<br>0<br>8.517 | PM<br>7<br>C,E<br>0 | $0<br>100,600<br>0<br>$100,600 | 02/96<br>/ |
| FORT WORTH<br>TARRANT<br>OTHER<br>0353-03-069 | SH 114<br>DENTON COUNTY LINE<br>BS 114L (EAST)<br>SEAL COAT FRONTAGE ROADS AND THRU LANE SHOULDERS | <br>4<br>0<br>9.500 | PM<br>7<br>C,E<br>0 | $0<br>127,800<br>0<br>$127,800 | 02/96<br>/ |
| FORT WORTH<br>HOOD<br>OTHER<br>0385-04-031 | SH 144<br>FM 2425 (NORTH)<br>SOMERVELL COUNTY LINE<br>SEAL COAT AND PAVEMENT MARKINGS | <br>5<br>0<br>3.579 | PM<br>7<br>C,E<br>0 | $0<br>70,700<br>0<br>$70,700 | 02/96<br>/ |
| FORT WORTH<br>SOMERVELL<br>OTHER<br>0385-05-020 | SH 144<br>HOOD COUNTY LINE<br>US 67<br>SEAL COAT AND PAVEMENT MARKINGS | <br>5<br>0<br>4.795 | PM<br>7<br>C,E<br>0 | $0<br>94,500<br>0<br>$94,500 | 02/96<br>/ |
| FORT WORTH<br>JOHNSON<br>OTHER<br>0019-02-020 | SH 171<br>HILL COUNTY LINE<br>SH 174<br>BASE REPAIR, LEVEL-UP, SEAL COAT AND PAVEMENT MARKINGS | <br>5<br>0<br>10.100 | PM<br>7<br>C,E<br>0 | $0<br>245,500<br>0<br>$245,500 | 02/96<br>/ |
| FORT WORTH<br>PALO PINTO<br>OTHER<br>0007-10-047 | US 180<br>0.3 MI EAST OF EAGLE CREEK<br>BRAZOS RIVER<br>FOG SEAL | <br>4<br>0<br>10.730 | PM<br>7<br>C,E<br>0 | $0<br>42,700<br>0<br>$42,700 | 02/96<br>/ |
| FORT WORTH<br>JACK<br>OTHER<br>0249-07-052 | US 281<br>US 380<br>FM 3324<br>PLANE EXIST ASPH SURFACE, REJUVINATE 1" EXIST SURFACE, 1" | <br>3<br>0<br>1.576 | PM<br>7<br>C,E<br>0 | $0<br>186,100<br>0<br>$186,100 | 02/96<br>/ |
| FORT WORTH<br>PALO PINTO<br>OTHER<br>0249-08-038 | US 281<br>JACK COUNTY LINE<br>S JUNCTION OF FM 3027<br>SEAL COAT & PAVEMENT MARKINGS | <br>4<br>0<br>12.903 | PM<br>7<br>C,E<br>0 | $0<br>335,000<br>0<br>$335,000 | 02/96<br>/ |
| FORT WORTH<br>PALO PINTO<br>OTHER<br>0250-01-030 | US 281<br>WMW & NW RWY<br>9.2 MI S OF MINERAL WELLS<br>SEAL COAT & PAVEMENT MARKINGS | <br>4<br>0<br>8.994 | PM<br>7<br>C,E<br>0 | $0<br>245,700<br>0<br>$245,700 | 02/96<br>/ |
| FORT WORTH<br>PALO PINTO<br>OTHER<br>0250-02-038 | US 281<br>9.2 MI S OF MINERAL WELLS<br>ERATH COUNTY<br>SEAL COAT & PAVEMENT MARKINGS | <br>4<br>0<br>11.915 | PM<br>7<br>C,E<br>0 | $0<br>285,400<br>0<br>$285,400 | 02/96<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0013-06-033 | US 287<br>MONTAGUE COUNTY LINE<br>FM 2265<br>FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | <br>3<br>0<br>6.510 | PM<br>7<br>C,E<br>0 | $0<br>25,000<br>0<br>$25,000 | 02/96<br>/ |
| FORT WORTH<br>HOOD<br>OTHER<br>0080-03-041 | US 377<br>FM 56 (NORTH)<br>BU 377H<br>SEAL COAT AND PAVEMENT MARKINGS | <br>3<br>0<br>6.537 | PM<br>7<br>C,E<br>0 | $0<br>167,600<br>0<br>$167,600 | 02/96<br>/ |

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FY 1996

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH<br>WISE<br>OTHER<br>0013-08-095 | US 81<br>BU 380F<br>TARRANT COUNTY LINE<br>FULL DEPTH REPAIR CONTINUOUS REINFORCED CONCRETE PAVEMENT | <br>5<br>0<br>20.610 | PM<br>7<br>C,E<br>0 | $0<br>215,000<br>0<br>$215,000 | 02/96<br>/ |
| FORT WORTH<br>PARKER<br>OTHER<br>1179-03-005 | FM 2552<br>IH 20 FRTG RDS IN WEATHERFORD<br>.<br>TRAFFIC SIGNAL | <br>0<br>0<br>0.001 | SIGN<br>10<br>C,E<br>0 | $0<br>90,000<br>0<br>$90,000 | 07/96<br>/ |
| FORT WORTH<br>PALO PINTO<br>OTHER<br>0007-10-046 | US 180<br>AT SW 25TH AVE IN MINERAL WELLS<br>.<br>TRAFFIC SIGNAL | <br>0<br>0<br>0.001 | 10A<br>10A<br>C,E<br>0 | $0<br>50,000<br>0<br>$50,000 | 03/96<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0352-01-902 | SH 114<br>AT FM 920 IN BRIDGEPORT<br>.<br>TRAFFIC SIGNALS | <br>4<br>4<br>0.100 | DISCR<br>11<br>C,E<br>0 | $0<br>45,000<br>0<br>$45,000 | 08/96<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0352-01-903 | SH 114<br>AT 10 TH ST IN BRIDGEPORT<br>.<br>TRAFFIC SIGNALS | <br>4<br>4<br>0.100 | DISCR<br>11<br>C,E<br>0 | $0<br>45,000<br>0<br>$45,000 | 08/96<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0352-01-904 | SH 114<br>AT 13 TH ST IN BRIDGEPORT<br>.<br>TRAFFIC SIGNALS | <br>4<br>4<br>0.100 | DISCR<br>11<br>C,E<br>0 | $0<br>45,000<br>0<br>$45,000 | 08/96<br>/ |
| FORT WORTH<br>PALO PINTO<br>OTHER<br>0249-08-901 | US 281<br>AT FM 3027<br>.<br>TRAFFIC SIGNALS | <br>4<br>0<br>0.100 | DISCR<br>11<br>C,E<br>0 | $0<br>50,000<br>0<br>$50,000 | 08/96<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0134-11-902 | US 380<br>AT FM 1658 IN BRIDGEPORT<br>.<br>TRAFFIC SIGNALS | <br>3<br>4<br>0.100 | DISCR<br>11<br>C,E<br>0 | $0<br>5,000<br>0<br>$5,000 | 08/96<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0013-06-032 | US 81<br>4.41 MI N OF ALVORD<br>4.64 MI N OF ALVORD<br>CONSTRUCT MEDIAN CROSSOVER | <br>3<br>4<br>0.236 | DISCR<br>11<br>C,E<br>0 | $0<br>102,154<br>0<br>$102,154 | 10/95<br>/ |
| FORT WORTH<br>PARKER<br>OTHER<br>1601-01-017 | FM 730<br>0.8 MI NORTH OF US 180<br>US 180<br>REHABILITATE AND WIDEN ROADWAY AND TRAFFIC SIGNALS | <br>5<br>2<br>0.758 | REHAB<br>14<br>C,E<br>0 | $0<br>810,000<br>0<br>$810,000 | 08/96<br>/ |
| FORT WORTH<br>PALO PINTO<br>OTHER<br>0249-08-035 | US 281<br>AT FM 3027 IN MINERAL WELLS<br>.<br>TRAFFIC SIGNALS | <br>3<br>0<br>0.001 | MISC<br>16<br>C,E<br>0 | $0<br>50,000<br>0<br>$50,000 | 04/96<br>/ |

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FY 1997

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT.<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING D/<br>REVISION D.<br>COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | FM 730 | | FM-REH | $0 | 07/97 |
| PARKER | LAKE WEATHERFORD | 4 | 8A | 1,995,100 | / |
| OTHER | 0.8 MI N OF US 180 | 2 | C,E,R | 0 | |
| 1601-01-014 | WIDEN EXISTING TWO LANES TO INCLUDE PAVED SHOULDERS | 3.035 | 0 | $1,995,100 | |
| FORT WORTH | FM 1820 | | FM-NEW | $0 | 08/97 |
| WISE | FM 1820 (CITY OF LAKE BRIDGEPORT) | 6 | 8B | 1,851,465 | / |
| OTHER | FM 1658 (LAKE BRIDGEPORT DAM) | 0 | C,E,R | 0 | |
| 1606-01-024 | CONSTRUCT NEW FARM TO MARKET ROAD | 1.860 | 0 | $1,851,465 | |
| FORT WORTH | VA | | 10A | $764,800 | 08/97 |
| TARRANT | VARIOUS NON-INTERSTATE HIGHWAYS | 4 | 10A | 191,200 | / |
| OTHER | . | 0 | C,E | 0 | |
| 0902-00-906 | LUMP SUM OBLIGATION (TIP YR 1997) | 0.001 | 0 | $956,000 | |
| FORT WORTH | VA | | DISCR | $0 | 09/96 |
| TARRANT | VARIOUS HIGHWAYS | 4 | 11 | 2,339,606 | / |
| OTHER | . | 0 | C,E | 0 | |
| 0902-00-915 | LUMP SUM OBLIGATION (TIP YR 1997) | 0.001 | 0 | $2,339,606 | |
| FORT WORTH | VA | | REHAB | $0 | 08/96 |
| TARRANT | VARIOUS HIGHWAYS | 4 | 14 | 3,016,000 | / |
| OTHER | . | 0 | C,E | 0 | |
| 0902-00-913 | LUMP SUM OBLIGATION (TIP YR 1997) | 0.001 | 0 | $3,016,000 | |

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FY 1998

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|---|---|---|---|---|---|
| FORT WORTH<br>TARRANT<br>OTHER<br>0902-00-916 | VA<br>VARIOUS FARM ROADS<br>.<br>LUMP SUM OBLIGATION (TIP YR 1998) | <br>4<br>0<br>0.001 | FM-REH<br>8A<br>C,E<br>0 | $0<br>1,060,000<br>0<br>$1,060,000 | 09/97<br>/ |
| FORT WORTH<br>TARRANT<br>OTHER<br>0902-00-910 | VA<br>VARIOUS PARK ROADS<br>.<br>LUMP SUM OBLIGATION (TIP YR 1998) | <br>5<br>0<br>0.001 | PARK<br>9<br>C,E<br>0 | $0<br>435,000<br>0<br>$435,000 | 09/97<br>/ |
| FORT WORTH<br>TARRANT<br>OTHER<br>0902-00-907 | VA<br>VARIOUS NON-INTERSTATE HIGHWAYS<br>.<br>LUMP SUM OBLIGATION (TIP YR 1998) | <br>4<br>0<br>0.001 | 10A<br>10A<br>C,E<br>0 | $764,800<br>191,200<br>0<br>$956,000 | 08/98<br>/ |
| FORT WORTH<br>WISE<br>OTHER<br>0134-07-902 | SH 101<br>UP RR AT SH 101 IN CHICO<br>DOT 598 395C<br>RAILROAD REPLANKING | <br>7<br>0<br>0.001 | MISC<br>16<br>C,E<br>0 | $0<br>22,850<br>0<br>$22,850 | 12/97<br>/ |

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# X. FORT WORTH DISTRICT

## LOCALLY FUNDED

## REGIONALLY SIGNIFICANT PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1996
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | BRUMLOW AVE. | SOU 110 | LOCAL | $ 0 | JUN1996 |
| TARRANT | SH 26(GRAPEVINE RD.) | COLLECTOR | 20 | 0 | |
| SOUTHLAKE | CONTINENTAL BLVD. | 2/4 | C | 173 | |
| | MAJOR REHAB.,SAFETY AND BETTER | 0.8 | D-FW | $ 173 | |
| FORT WORTH | CARROLL AVE. | SOU 120 | LOCAL | $ 0 | SEP1996 |
| TARRANT | SOUTHLAKE BLVD./FM 1709 | COLLECTOR | 20 | 0 | |
| SOUTHLAKE | SH 114 | 2/2 | C | 1,500 | |
| | MAJOR REHAB.,SAFETY AND BETTER | 0.7 | D-FW | $ 1,500 | |
| FORT WORTH | COLLINS ST. | ARL 1290 | LOCAL | $ 0 | SEP1995 |
| TARRANT | ABRAM ST. | PRIN ART | 20 | 0 | INSTALL |
| ARLINGTON | PARK ROW DR. | 4 | E,C | 110 | STREETLIGHTS |
| | SIGNS OR ILLUM. | 2.0 | D-FW | $ 110 | |
| FORT WORTH | COOPER ST. | ARL 432 | LOCAL | $ 0 | JAN1996 |
| TARRANT | CEDAR ST. | PRIN ART | 20 | 0 | PART 1:ROW |
| ARLINGTON | ABRAMS ST. | 4/6 | R | 2,820 | PURCHASE |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 2,820 | |
| FORT WORTH | DOVE ST. | SOU 192 | LOCAL | $ 0 | SEP1995 |
| TARRANT | WHITE CHAPEL BLVD. | COLLECTOR | 20 | 0 | |
| SOUTHLAKE | KIMBALL AVE. | 2/2 | C | 949 | |
| | MAJOR REHAB.,SAFETY AND BETTER | 2.2 | D-FW | $ 949 | |
| FORT WORTH | FIELDER RD. | ARL 544 | LOCAL | $ 0 | JAN1996 |
| TARRANT | SYLVAN DR. | MINOR ART | 20 | 0 | PART 2:ROW |
| ARLINGTON | LAMAR BLVD | 4/5 | R | 344 | PURCHASE |
| | MAJOR CONSTR. | 0.4 | D-FW | $ 344 | |
| FORT WORTH | GREEN OAKS BLVD. | ARL 999 | LOCAL | $ 0 | OCT1994 |
| TARRANT | PARK SPRINGS BLVD | PRIN ART | 20 | 0 | INSTALL |
| ARLINGTON | MATLOCK RD | 4/4 | C | 220 | STREETLIGHTS |
| | SIGNS OR ILLUM. | 3.0 | D-FW | $ 220 | |
| FORT WORTH | GREEN OAKS BLVD. | ARL 1258 | LOCAL | $ 0 | SEP1995 |
| TARRANT | FIELDER RD. | PRIN ART | 20 | 0 | INSTALL |
| ARLINGTON | ORION PKWY | 4 | C | 240 | STREETLIGHTS |
| | SIGNS OR ILLUM. | 2.1 | D-FW | $ 240 | |
| FORT WORTH | HALL JOHNSON RD. | GRA 180 | LOCAL | $ 0 | APR1995 |
| TARRANT | POOL RD. | COLLECTOR | 20 | 0 | PART 1:INCLUDES |
| GRAPEVINE | SH 121 | 25 | E,C,R | 3,016 | HERITAGE AVE. |
| | MAJOR REHAB. | 2.0 | D-FW | $ 3,016 | |
| FORT WORTH | HALL JOHNSON RD. | GRA 180 | LOCAL | $ 0 | APR1995 |
| TARRANT | POOL RD. | COLLECTOR | 20 | 0 | PART 2:INCLUDES |
| GRAPEVINE | SH 121 | 25 | E,C,R | 3,921 | HERITAGE AVE. |
| | MAJOR REHAB. | 2.0 | D-FW | $ 3,921 | |
| FORT WORTH | HOLIDAY LN | NRH 230 | LOCAL | $ 0 | JUN1995 |
| TARRANT | LEWIS DRIVE | COLLECT | 20 | 0 | |
| NORTH | BOGART DR | 4 | E,C,R | 1,090 | |
| | MAJOR CONST.,MAJOR REHAB. | 1.0 | DFWW | $ 1,090 | |
| FORT WORTH | MARTIN DR. | HUR 140 | LOCAL | $ 0 | SEP1995 |
| TARRANT | PRECINT LINE RD | MINOR ART | 20 | 0 | |
| HURST | LONG BOONE RD | 0/2 | C | 300 | |
| | MAJOR CONSTR. | 0.2 | D-FW | $ 300 | |
| FORT WORTH | MATLOCK RD. | ARL 730 | LOCAL | $ 0 | OCT1994 |
| TARRANT | SUMMERWOOD DR. | MINOR ART | 20 | 0 | INSTALL |
| ARLINGTON | SUBLETT RD. | 2/4 | E,C | 105 | STREETLIGHTS |
| | ILLUMINATION | 1.0 | D-FW | $ 105 | |



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TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
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FY 1996
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | MAYFIELD RD. | ARL 1243 | LOCAL | $ 0 | SEP1995 |
| TARRANT | COLLINS ST. | MINOR ART | 20 | 0 | STREETLIGHTS |
| ARLINGTON | SH 360 | 2 | E,C | 78 | |
| | SIGNS OR ILLUM. | 2.1 | D-FW | $ 78 | |
| FORT WORTH | N. WILSON/N.W. HILLERY ST. | BUR 150 | LOCAL | $ 0 | MAY1996 |
| JOHNSON | SH 174 | COLLECTOR | 20 | 0 | |
| BURLESON | W. ELLISON ST. | 2/4 | E,C | 145 | |
| | MAJOR CONSTR. | 0.4 | D-FW | $ 145 | |
| FORT WORTH | N.W. RENFRO ST. | BUR 140 | LOCAL | $ 0 | JUN1995 |
| JOHNSON | SH 174 | MINOR ART | 20 | 0 | |
| BURLESON | N.E. ALSBURY BLVD. | 2/4 | E,C | 1,320 | |
| | MAJOR CONSTR. | 0.9 | D-FW | $ 1,320 | |
| FORT WORTH | N.W. SUMMERCREST BLVD. | BUR 171 | LOCAL | $ 0 | SEP1995 |
| JOHNSON | NICOLE DR. | MINOR ART | 20 | 0 | |
| BURLESON | S.W. ALSBURY BLVD. | 4 | C | 440 | |
| | MAJOR CONSTR. | 0.3 | D-FW | $ 440 | |
| FORT WORTH | NEW YORK AVE. | ARL ARL | LOCAL | $ 0 | MAR1995 |
| TARRANT | GREEN OAKS BLVD | MINOR ART | 20 | 0 | |
| ARLINGTON | LYNN CREEK | 2/4 | C | 2,096 | |
| | MAJOR CONSTR. | 1.1 | D-FW | $ 2,096 | |
| FORT WORTH | NEW YORK AVE. | ARL ARL | LOCAL | $ 0 | APR1996 |
| TARRANT | LYNN CRREK | MINOR ART | 20 | 0 | PART |
| ARLINGTON | WEBB LYNN RD | 2/4 | C | 1,638 | 3:CONSTRUCTION |
| | MAJOR CONSTR. | 0.6 | D-FW | $ 1,638 | |
| FORT WORTH | POOL RD. | GRA 350 | LOCAL | $ 0 | OCT1996 |
| TARRANT | SH 26 | COLLECTOR | 20 | 0 | Part 1:WIDENING & |
| GRAPEVINE | GRAPEVINE C/L | 26 | E,C,R | 274 | |
| | MAJOR CONSTR.,MAJOR REHAB. | 1.9 | D-FW | $ 274 | |
| FORT WORTH | POOL RD. | GRA 500 | LOCAL | $ 0 | OCT1966 |
| TARRANT | SH 26 | COLLECTOR | 20 | 0 | Part 3:WIDENING & |
| GRAPEVINE | GRAPEVINE C/L | 26 | E,C,R | 3,006 | |
| | MAJOR CONSTR.,MAJOR REHAB. | 1.9 | D-FW | $ 3,006 | |
| FORT WORTH | RODGER LINE DR | NRH 250 | LOCAL | $ 0 | JUN1995 |
| TARRANT | CALLOWAY BRANCH | COLLECT | 20 | 0 | |
| NORTH | BOOTH-CALLAWAY RD | 4 | E,C,R | 500 | |
| | MAJOR CONST. | 0.5 | DFWW | $ 500 | |
| FORT WORTH | RUFE SNOW DR. | NRH 220 | LOCAL | $ 0 | MAY1995 |
| TARRANT | ONYX DR. N. | PRIN ART | 20 | 0 | |
| NORTH | GLENVIEW DR. | 4 | E,C,R | 890 | |
| | MAJOR REHAB. | 0.5 | DFWW | $ 890 | |
| FORT WORTH | S.W. ALSBURY BLVD. | BUR 200 | LOCAL | $ 0 | SEP1995 |
| JOHNSON | SUMMERCREST BLVD. | MINOR ART | 20 | 0 | |
| BURLESON | FM 731 | 4 | C | 600 | |
| | MAJOR CONSTR. | 0.8 | D-FW | $ 600 | |
| FORT WORTH | S.W. ALSBURY BLVD. | BUR 202 | LOCAL | $ 0 | JUN1995 |
| JOHNSON | TARRANT RD. | COLLECTOR | 20 | 0 | |
| BURLESON | DOUGLAS ST. | 4/4 | C | 702 | |
| | | 0.6 | D-FW | $ 702 | |
| FORT WORTH | SIGNAL TIMING UPGRADES | ARL 1168 | LOCAL | $ 0 | OCT1994 |
| TARRANT | MULTIPLE LOCATIONS | PRIN ART | 20 | 0 | |
| ARLINGTON | | | C | 155 | |
| | | 0.0 | D-FW | $ 155 | |



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FY 1996
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | PROGRAM / CATEGORY / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | SIGNAL TIMING UPGRADES | ARL 1169 | LOCAL | $ 0 | SEP1995 |
| TARRANT | VARIOUS DIAMOND INTER- | PRIN ART | 20 | 0 | |
| ARLINGTON | CHANGES | | C | 55 | |
| | | 0.0 | D-FW | $ 55 | |
| FORT WORTH | TOURIST DR | NRH 260 | LOCAL | $ 0 | OCT1995 |
| TARRANT | U.S. 377 | COLLECT | 20 | 0 | |
| NORTH | BEWELY/ONYX DR | 4 | E,C | 760 | |
| | MAJOR REHAB. | 0.6 | DFWW | $ 760 | |
| FORT WORTH | TRAFFIC SIGNAL EMERGENEY | ARL 1179 | LOCAL | $ 0 | OCT1994 |
| TARRANT | VEHICLE PREEMPT SYSTEM | PRIN ART | 20 | 0 | |
| ARLINGTON | 125 LOCATIONS | | C | 575 | |
| | | 0.0 | D-FW | $ 575 | |
| FORT WORTH | W. GLADE RD. | HUR 144 | LOCAL | $ 0 | MAY1996 |
| TARRANT | EXISTING GLADE RD | MINOR ART | 20 | 0 | PRIVATE |
| HURST | PRECINCT LINE RD | 2/4 | E,C | 1,360 | PARTICIPATION |
| | MAJOR CONSTR, WIDENING | 1.3 | D-FW | $ 1,360 | |



PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1997
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | BOWEN RD. | ARL 250 | LOCAL | $ 0 | APR1997 |
| TARRANT | GREEN OAKS BLVD. | PRIN ART | 20 | 0 | PART 1:ROW |
| ARLINGTON | SUBLETT RD. | 0/4 | R | 540 | PURCHASE |
| | MAJOR CONSTR. | 0.8 | D-FW | $ 540 | |
| FORT WORTH | BROWN BLVD. | ARL 1260 | LOCAL | $ 0 | SEP1996 |
| TARRANT | LINCOLN DR. | COLLECTOR | 20 | 0 | INSTALL |
| ARLINGTON | SH 360 | | E,C | 34 | STREETLIGHTS |
| | SIGNS OR ILLUM. | 2.9 | D-FW | $ 34 | |
| FORT WORTH | CENTER ST. | ARL 330 | LOCAL | $ 0 | JUN1997 |
| TARRANT | PARK ROW DR. | MINOR ART | 20 | 0 | PART |
| ARLINGTON | ARKANSAS LN. | 4/6 | C | 2,970 | 2:CONSTRUCTION |
| | MAJOR CONSTR. | 1.9 | D-FW | $ 2,970 | |
| FORT WORTH | CENTER ST./MESQUITE ST. | ARL 340 | LOCAL | $ 0 | JUN1997 |
| TARRANT | RANDOL MILL RD. | COLLECTOR | 20 | 0 | |
| ARLINGTON | PARK ROW DR. | 2/6 | C | 2,005 | |
| | MAJOR CONSTR. | 0.9 | D-FW | $ 2,005 | |
| FORT WORTH | CONTINENTAL BLVD | SOU 155 | LOCAL | $ 0 | SEP1997 |
| TARRANT | KIMBALL AVE | COLLECT | 20 | 0 | EASTERLY EXTENSION |
| SOUTHLAKE | SH 26 | 0/2 | C | 1,025 | |
| | MAJOR CONSTRUCTION | 0.5 | D-FW | $ 1,025 | |
| FORT WORTH | CONTINENTAL BLVD. | SOU 130 | LOCAL | $ 0 | SEP1997 |
| TARRANT | DAVIS BLVD./F.M.1938 | COLLECTOR | 20 | 0 | |
| SOUTHLAKE | WHITE CHAPEL BLVD. | 2/5 | C | 600 | |
| | MAJOR REHAB.,SAFETY AND BETTER | 1.8 | D-FW | $ 600 | |
| FORT WORTH | COOPER ST. | ARL 432 | LOCAL | $ 0 | JAN1997 |
| TARRANT | IH 30 | PRIN ART | 20 | 0 | PART 1:ROW |
| ARLINGTON | CEDAR ST. | 4/6 | R | 3,300 | PURCHASE |
| | MAJOR CONSTR. | 1.1 | D-FW | $ 3,300 | |
| FORT WORTH | DOVE ST. | SOU 150 | LOCAL | $ 0 | JUN1997 |
| TARRANT | SOUTHLAKE/WESTLAKE C.L. | COLLECTOR | 20 | 0 | |
| SOUTHLAKE | WHITE CHAPEL BLVD. | 2/2 | C | 570 | |
| | MAJOR REHAB.,SAFETY AND BETTER | 1.1 | D-FW | $ 570 | |
| FORT WORTH | FIELDER RD. | ARL ARL | LOCAL | $ 0 | JUN1997 |
| TARRANT | ARKANSAS LN | MINOR ART | 20 | 0 | REMOVAL OF VALLEY |
| ARLINGTON | MAYFIELD RD | 4/4 | E,C | 430 | GUTTERS |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 430 | |
| FORT WORTH | FIELDER RD. | ARL 544 | LOCAL | $ 0 | AUG1997 |
| TARRANT | SYLVAN DR. | MINOR ART | 20 | 0 | PART |
| ARLINGTON | LAMAR BLVD | 4/5 | C | 708 | 3:CONSTRUCTION |
| | MAJOR CONSTR. | 0.4 | D-FW | $ 708 | |
| FORT WORTH | LAMAR BLVD. | ARL 710 | LOCAL | $ 0 | SEP1996 |
| TARRANT | LAKEHILL CT. | MINOR ART | 20 | 0 | STREET |
| ARLINGTON | GREEN OAKS BLVD. | 0/4 | C | 60 | |
| | ILLUM. | 0.3 | D-FW | $ 60 | |
| FORT WORTH | MAYFIELD RD. | ARL 775 | LOCAL | $ 0 | JUN1997 |
| TARRANT | GREEN OAKS BLVD. | COLLECTOR | 20 | 0 | |
| ARLINGTON | LITTLE RD | 2/4 | E,C | 700 | |
| | MAJOR CONSTR. | 0.3 | D-FW | $ 700 | |
| FORT WORTH | PLEASANT RIDGE RD. | ARL 1245 | LOCAL | $ 0 | SEP1996 |
| TARRANT | GREEN OAKS BLVD. | MINOR ART | 20 | 0 | INSTALL |
| ARLINGTON | WOODSIDE DR. | 4 | E,C | 115 | STREETLIGHTS |
| | SIGNS OR ILLUM. | 2.1 | D-FW | $ 115 | |



PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

FY 1997
COST IN THOUSANDS

Monday, October 16, 1995

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH<br>TARRANT<br>GRAPEVINE | POOL RD.<br>SH 26<br>GRAPEVINE C/L<br>MAJOR CONSTR.,MAJOR REHAB. | GRA 350<br>COLLECTOR<br>26<br>1.9 | LOCAL<br>20<br>E,C,R<br>D-FW | $ 0<br>0<br>4,706<br>$ 4,706 | OCT1996<br>Part 2:WIDENING & |
| FORT WORTH<br>TARRANT<br>ARLINGTON | SUBLETT RD.<br>COOPER ST.<br>POLY-WEBB RD.<br>MAJOR CONSTR. | ARL 1090<br>PRIN ART<br>2/4<br>1.4 | LOCAL<br>20<br>R<br>D-FW | $ 0<br>0<br>525<br>$ 525 | JUN1997<br>PART 1:ROW<br>PURCHASE |



PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1998
COST IN THOUSANDS

Monday, October 16, 199[illegible]

| DISTRICT<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | BARDIN RD. | ARL 1284 | LOCAL | $ 0 | SEP1997 |
| TARRANT | GREEN OAKS BLVD. | MINOR ART | 20 | 0 | |
| ARLINGTON | KELLY-ELLIOTT RD | 4 | E,C | 195 | INSTALL STREETLIGHTS |
| | SIGNS OR ILLUM. | 1.7 | D-FW | $ 195 | |
| FORT WORTH | BOWEN RD. | ARL 999 | LOCAL | $ 0 | SEP1997 |
| TARRANT | EDEN RD | MINOR ART | 20 | 0 | |
| ARLINGTON | TURNER WARNELL RD | 0/4 | E | 188 | PART 1:ENGINEERING |
| | MAJOR CONSTR. | 1.4 | D-FW | $ 188 | |
| FORT WORTH | BOWEN RD. | ARL 250 | LOCAL | $ 0 | JUN1998 |
| TARRANT | GREEN OAKS BLVD. | PRIN ART | 20 | 0 | |
| ARLINGTON | SUBLETT RD. | 0/4 | C | 2,636 | PART 2:CONSTRUCTION |
| | MAJOR CONSTR. | 0.8 | D-FW | $ 2,636 | |
| FORT WORTH | CARROLL AVE. | SOU 220 | LOCAL | $ 0 | SEP1998 |
| TARRANT | FM 1709 | COLLECTOR | 20 | 0 | |
| SOUTHLAKE | CONTINENTAL .BLVD. | 2/2 | R | 219 | |
| | | 1.0 | D-FW | $ 219 | |
| FORT WORTH | COOPER ST. | ARL 432 | LOCAL | $ 0 | JUN1998 |
| TARRANT | CEDAR ST. | PRIN ART | 20 | 0 | |
| ARLINGTON | ABRAMS ST. | 4/6 | C | 1,921 | PART 2:CONSTRUCTION |
| | MAJOR CONSTR. | 0.5 | D-FW | $ 1,921 | |
| FORT WORTH | COOPER ST. | ARL 432 | LOCAL | $ 0 | JUN1998 |
| TARRANT | IH 30 | PRIN ART | 20 | 0 | |
| ARLINGTON | CEDAR ST. | 4/6 | C | 2,400 | PART 2:CONSTRUCTION |
| | MAJOR CONSTR. | 1.1 | D-FW | $ 2,400 | |
| FORT WORTH | DAVIS ST. | ARL 1276 | LOCAL | $ 0 | SEP1997 |
| TARRANT | GREEN OAKS BLVD. | COLLECTOR | 20 | 0 | |
| ARLINGTON | LAMAR BLVD. | 2 | E,C | 116 | INSTALL STREETLIGHTS |
| | SIGNS OR ILLUM. | 1.6 | D-FW | $ 116 | |
| FORT WORTH | FIELDER RD. | ARL 544 | LOCAL | $ 0 | SEP1997 |
| TARRANT | IH 30 | MINOR ART | 20 | 0 | |
| ARLINGTON | LAMAR BLVD | 4/5 | C | 472 | PART 3:CONSTRUCTION |
| | MAJOR CONSTR. | 0.3 | D-FW | $ 472 | |
| FORT WORTH | FIELDER RD. | ARL ARL | LOCAL | $ 0 | SEP1997 |
| TARRANT | RANDOL MILL RD | MINOR ART | 20 | 0 | |
| ARLINGTON | DIVISION ST | 4/5 | E | 182 | PART 1:ENGINEERING |
| | MAJOR CONSTR. | 1.0 | D-FW | $ 182 | |
| FORT WORTH | HIGHTOWER DR | NRH 270 | LOCAL | $ 0 | MAR1998 |
| TARRANT | SMITHFIELD RD | COLLECT | 20 | 0 | |
| NORTH | DAVIS BLVD | 4 | E,C,R | 682 | |
| | MAJOR CONST | 0.5 | DFWW | $ 682 | |
| FORT WORTH | PEYTONVILLE RD. | SOU 260 | LOCAL | $ 0 | SEP1998 |
| TARRANT | DOVE RD. | COLLECTOR | 20 | 0 | |
| SOUTHLAKE | RAVEN BEND BLVD. | 2/4 | C | 338 | |
| | MAJOR RECONSTR. | 1.2 | D-FW | $ 338 | |
| FORT WORTH | SUBLETT RD. | ARL 1110 | LOCAL | $ 0 | JAN1998 |
| TARRANT | COOPER ST. | PRIN ART | 20 | 0 | |
| ARLINGTON | MATLOCK RD | 2/4 | R | 1,100 | PART 1:ROW PURCHASE |
| | MAJOR CONSTR. | 0.6 | D-FW | $ 1,100 | |
| FORT WORTH | SUBLETT RD. | ARL 1110 | LOCAL | $ 0 | JAN1998 |
| TARRANT | MATLOCK RD | PRIN ART | 20 | 0 | |
| ARLINGTON | NEW YORK AVE | 2/4 | R | 2,190 | PART 1:ROW PURCHASE |
| | MAJOR CONSTR. | 1.2 | D-FW | $ 2,190 | |



PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

TRANSPORTATION IMPROVEMENT PROGRAM
FORT WORTH
DALLAS-FORT WORTH MPO

FY 1998
COST I., THOUSANDS

Monday, October 16, 1995

| DIST<br>COUNTY<br>CITY<br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. ID<br>F. CLASS<br>LANES<br>LENGTH | PROGRAM<br>CATEGORY<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | COMMENTS |
|---|---|---|---|---|---|
| FORT WORTH | SUBLETT RD. | ARL 1100 | LOCAL | $ 0 | JAN1998 |
| TARRANT | US 287 | MINOR ART | 20 | 0 | PART 1:ROW PURCHASE |
| ARLINGTON | POLY-WEBB RD. | 2/4 | R | 235 | |
| | MAJOR CONSTR. | 1.8 | D-FW | $ 235 | |
| FORT WORTH | TURNER WARNELL RD. | ARL 1155 | LOCAL | $ 0 | SEP1997 |
| TARRANT | US 287 | MINOR ART | 20 | 0 | PART 1:ENGINEERING |
| ARLINGTON | BOWEN RD. | 2/4 | E | 58 | |
| | MAJOR CONSTR. | 0.4 | D-FW | $ 58 | |
| FORT WORTH | WHITE CHAPEL BLVD. | SOU 230 | LOCAL | $ 0 | SEP1998 |
| TARRANT | DOVE RD. | COLLECTOR | 20 | 0 | |
| SOUTHLAKE | BOB JONES RD. | 2/2 | C | 328 | |
| | | 2.0 | D-FW | $ 328 | |



PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

# XI. FINANCIAL

# PLAN

# FY 96-98 TIP FINANCIAL SUMMARY
# TOTAL DISTRICT
# ($ in millions)

## DALLAS DISTRICT

**Revision Date: 10/11/95**

| FUNDING SOURCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1--Interstate Construction | | | | | | | | |
| | 2--Interstate Maintenance | 2.34 | 5.27 | 6.10 | 3.10 | 9.48 | 9.48 | 17.92 | 17.85 |
| | 3--National Highway System | | | | | | | | |
| | 3A--Mobility | 41.90 | 30.20 | 29.00 | 39.10 | 82.75 | 82.75 | 153.65 | 152.05 |
| | 3B--Texas Trunk System | 5.80 | 5.80 | 26.02 | 26.02 | 9.00 | 9.00 | 40.82 | 40.82 |
| | 3C--Rehabilitation | | | 3.22 | 3.11 | 3.29 | 3.29 | 6.51 | 6.40 |
| | 3D--Traffic Management | | | | | | | | |
| | 3E--Miscellaneous | 0.73 | 0.73 | 7.55 | 7.55 | 0.58 | 0.58 | 8.86 | 8.86 |
| | 4--Surface Transportation Program | | | | | | | | |
| | 4A--Safety | 1.69 | 0.65 | 1.54 | 0.35 | 1.69 | 1.61 | 4.92 | 2.61 |
| | 4B--Transportation Enhancements | 6.94 | 6.27 | 7.98 | 1.23 | 3.82 | | 18.74 | 7.50 |
| | 4C--Metropolitan Mobility | 36.27 | 32.10 | 31.93 | 36.89 | 28.24 | 29.99 | 96.44 | 98.98 |
| | 4D--Urban Mobility | | | 5.00 | 4.30 | 5.30 | 5.30 | 10.30 | 9.60 |
| | 4E--Rural Mobility | 4.60 | 4.60 | | | 2.42 | 2.42 | 7.02 | 7.02 |
| | 4F--Rehabilitation | 4.20 | 7.19 | 5.50 | 5.53 | 7.30 | 6.99 | 17.00 | 19.71 |
| | 4G--RR Grade Separations | | | | | 10.10 | 10.10 | 10.10 | 10.10 |
| | 5--Congestion Mitigation & Air Quality | 36.19 | 42.36 | 31.85 | 27.73 | 28.16 | 27.26 | 96.20 | 97.35 |
| | 6--Bridges | | | | | | | | |
| | 6A--On-System | 1.03 | 2.55 | 13.84 | 17.04 | 15.99 | 15.99 | 30.86 | 35.58 |
| | 6B--Off-System | 1.09 | 0.88 | 0.52 | 0.36 | 5.98 | 4.79 | 7.59 | 6.03 |
| | 12--Commission Strategic Priority | 57.55 * | 69.25 | 4.60 | 4.60 | 3.50 | 3.50 | 65.65 | 77.35 |
| | 15--Federal Demonstration Projects | | | | | | | | |
| | 16--(Federal Projects) | 1.09 | 0.31 | 1.53 | | 1.07 | | 3.69 | 0.31 |
| | Federal Land Highway Program | | | | | | | | |
| Federal - FTA | Section 3 | 24.50 (est) | 24.50 | 19.90 (est) | 19.90 | 20.05 (est) | 20.05 | 64.45 | 64.45 |
| | Section 9 | 25.59 (est) | 25.59 | 18.39 (est) | 18.39 | 18.39 (est) | 18.39 | 62.37 | 62.37 |
| | Section 16 | 0.27 | 0.27 | | | | | 0.27 | 0.27 |
| | Section 18 | 1.16 | 1.16 | | | | | 1.16 | 1.16 |
| TOTALS - Highways | Federal FHWA | 201.42 | 208.16 | 176.18 | 176.91 | 218.67 | 213.05 | 596.27 | 598.12 |
| | 100% State-Funded Projects | 94.74 | 91.26 | 31.44 | 19.00 | 18.89 | 9.45 | 145.07 | 119.71 |
| | Total District | 296.16 | 299.42 | 207.62 | 195.91 | 237.56 | 222.50 | 741.34 | 717.83 |
| TOTALS - Transit | Federal FTA Program | 51.52 | 51.52 | 38.29 | 38.29 | 38.44 | 38.44 | 128.25 | 128.25 |
| | State Match for Transit Projects | 0.70 | 0.70 | 0.70 | 0.70 | | | 1.40 | 1.40 |
| | Local for Transit Projects | | 13.51 | | 10.22 | | 10.38 | | 34.11 |
| Additional Match | Additional Highway Match | | 60.25 | | 32.22 | | 35.16 | | 127.63 |
| | Additional Transit Match | | | | | | | | |
| Locally Funded Projects | City | | 111.84 | | 30.28 | | 19.67 | | 161.79 |
| | County | | 75.44 | | 47.75 | | 3.76 | | 126.95 |
| | Other | | 185.10 | | 317.40 | | | | 502.50 |

*** Category 12 (Commission Strategic Priority) FY96 apportionment includes $29.25 million in FY95 carryover apportionment**

# FY 96-98 TIP FINANCIAL SUMMARY
# METROPOLITAN AREA
# ($ in millions)

## DALLAS DISTRICT

**Revision Date: 10/11/95**

| FUNDING SOURCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1--Interstate Construction | | | | | | | | |
| | 2--Interstate Maintenance | 0.96 | 3.89 | 6.10 | 3.10 | 5.18 | 5.18 | 12.24 | 12.17 |
| | 3--National Highway System | | | | | | | | |
| | 3A--Mobility | 34.70 | 23.00 | 29.00 | 39.10 | 82.75 | 82.75 | 146.45 | 144.85 |
| | 3B--Texas Trunk System | 5.80 | 5.80 | 26.02 | 26.02 | 9.00 | 9.00 | 40.82 | 40.82 |
| | 3C--Rehabilitation | | | 3.22 | 3.11 | 3.29 | 3.29 | 6.51 | 6.40 |
| | 3D--Traffic Management | | | | | | | | |
| | 3E--Miscellaneous | 0.73 | 0.73 | 7.55 | 7.55 | 0.58 | 0.58 | 8.86 | 8.86 |
| | 4--Surface Transportation Program | | | | | | | | |
| | 4A--Safety | 1.59 | 0.55 | 1.54 | 0.35 | 1.60 | 1.52 | 4.73 | 2.42 |
| | 4B--Transportation Enhancements | 6.28 | 5.61 | 7.98 | 1.23 | 3.82 | | 18.08 | 6.84 |
| | 4C--Metropolitan Mobility | 36.27 | 32.10 | 31.93 | 36.89 | 28.24 | 29.99 | 96.44 | 98.98 |
| | 4D--Urban Mobility | | | 5.00 | 4.30 | 5.30 | 5.30 | 10.30 | 9.60 |
| | 4E--Rural Mobility | 4.60 | 4.60 | | | 2.42 | 2.42 | 7.02 | 7.02 |
| | 4F--Rehabilitation | 0.00 | | 4.81 | 4.84 | 5.07 | 4.76 | 9.88 | 9.60 |
| | 4G--RR Grade Separations | | | | | 10.10 | 10.10 | 10.10 | 10.10 |
| | 5--Congestion Mitigation & Air Quality | 36.19 | 42.36 | 31.85 | 27.73 | 28.16 | 27.26 | 96.20 | 97.35 |
| | 6--Bridges | | | | | | | | |
| | 6A--On-System | 0.41 | 1.93 | 12.48 | 15.68 | 15.99 | 15.99 | 28.88 | 33.60 |
| | 6B--Off-System | 1.09 | 0.88 | 0.34 | 0.18 | 5.85 | 4.66 | 7.28 | 5.72 |
| | 12--Commission Strategic Priority | 57.55 * | 69.25 | 4.60 | 4.60 | 0.00 | | 62.15 | 73.85 |
| | 15--Federal Demonstration Projects | | | | | | | | |
| | 16--(Federal Projects) | 1.09 | 0.31 | 1.53 | | 1.07 | | 3.69 | 0.31 |
| | Federal Land Highway Program | | | | | | | | |
| Federal - FTA | Section 3 | 24.50 (est) | 24.50 | 19.90 (est) | 19.90 | 20.05 (est) | 20.05 | 64.45 | 64.45 |
| | Section 9 | 25.59 (est) | 25.59 | 18.39 (est) | 18.39 | 18.39 (est) | 18.39 | 62.37 | 62.37 |
| | Section 16 | 0.27 | 0.27 | | | | | 0.27 | 0.27 |
| | Section 18 | 1.16 | 1.16 | | | | | 1.16 | 1.16 |
| TOTALS - Highways | Federal FHWA | 187.26 | 191.01 | 173.95 | 174.68 | 208.42 | 202.80 | 569.63 | 568.49 |
| | 100% State-Funded Projects | 93.20 | 89.72 | 21.46 | 9.02 | 18.60 | 9.16 | 133.26 | 107.90 |
| | Total District | 280.46 | 280.73 | 195.41 | 183.70 | 227.02 | 211.96 | 702.89 | 676.39 |
| TOTALS - Transit | Federal FTA Program | 51.52 | 51.52 | 38.29 | 38.29 | 38.44 | 38.44 | 128.25 | 128.25 |
| | State Match for Transit Projects | 0.70 | 0.70 | 0.70 | 0.70 | | | 1.40 | 1.40 |
| | Local for Transit Projects | | 13.51 | | 10.22 | | 10.38 | | 34.11 |
| Additional Match | Additional Highway Match | | 60.09 | | 32.17 | | 35.12 | | 127.38 |
| | Additional Transit Match | | | | | | | | |
| Locally Funded Projects | City | | 111.84 | | 30.28 | | 19.67 | | 161.79 |
| | County | | 75.44 | | 47.75 | | 3.76 | | 126.95 |
| | Other | | 185.10 | | 317.40 | | | | 502.50 |

*** Category 12 (Commission Strategic Priority) FY96 apportionment includes $29.25 million in FY95 carryover apportionment**

# FY 96-98 TIP FINANCIAL SUMMARY
# RURAL AREA
# ($ in millions)

**DALLAS DISTRICT** **Revision Date: 10/11/95**

| FUNDING SOURCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1--Interstate Construction | | | | | | | | |
| | 2--Interstate Maintenance | 1.38 | 1.38 | | | 4.30 | 4.30 | 5.68 | 5.68 |
| | 3--National Highway System | | | | | | | | |
| | 3A--Mobility | 7.20 | 7.20 | | | | | 7.20 | 7.20 |
| | 3B--Texas Trunk System | | | | | | | | |
| | 3C--Rehabilitation | | | | | | | | |
| | 3D--Traffic Management | | | | | | | | |
| | 3E--Miscellaneous | | | | | | | | |
| | 4--Surface Transportation Program | | | | | | | | |
| | 4A--Safety | 0.10 | 0.10 | | | 0.09 | 0.09 | 0.19 | 0.19 |
| | 4B--Transportation Enhancements | 0.66 | 0.66 | | | | | 0.66 | 0.66 |
| | 4C--Metropolitan Mobility | | | | | | | | |
| | 4D--Urban Mobility | | | | | | | | |
| | 4E--Rural Mobility | | | | | | | | |
| | 4F--Rehabilitation | 4.20 | 7.19 | 0.69 | 0.69 | 2.23 | 2.23 | 7.12 | 10.11 |
| | 4G--RR Grade Separations | | | | | | | | |
| | 5--Congestion Mitigation & Air Quality | | | | | | | | |
| | 6--Bridges | | | | | | | | |
| | 6A--On-System | 0.62 | 0.62 | 1.36 | 1.36 | | | 1.98 | 1.98 |
| | 6B--Off-System | | | 0.18 | 0.18 | 0.13 | 0.13 | 0.31 | 0.31 |
| | 12--Commission Strategic Priority | | | | | 3.50 | 3.50 | 3.50 | 3.50 |
| | 15--Federal Demonstration Projects | | | | | | | | |
| | 16--(Federal Projects) | | | | | | | | |
| | Federal Land Highway Program | | | | | | | | |
| Federal - FTA | Section 3 | | | | | | | | |
| | Section 9 | | | | | | | | |
| | Section 16 | | | | | | | | |
| | Section 18 | | | | | | | | |
| TOTALS - Highways | Federal FHWA | 14.16 | 17.15 | 2.23 | 2.23 | 10.25 | 10.25 | 26.64 | 29.63 |
| | 100% State-Funded Projects | 1.54 | 1.54 | 9.98 | 9.98 | 0.29 | 0.29 | 11.81 | 11.81 |
| | Total District | 15.70 | 18.69 | 12.21 | 12.21 | 10.54 | 10.54 | 38.45 | 41.44 |
| TOTALS - Transit | Federal FTA Program | | | | | | | | |
| | State Match for Transit Projects | | | | | | | | |
| | Local for Transit Projects | | | | | | | | |
| Additional Match | Additional Highway Match | | 0.16 | | 0.05 | | 0.04 | | 0.25 |
| | Additional Transit Match | | | | | | | | |
| Locally Funded Projects | City | | | | | | | | |
| | County | | | | | | | | |
| | Other | | | | | | | | |

# FY 96-98 TIP FINANCIAL SUMMARY
# TOTAL DISTRICT
# ($ in millions)

## FORT WORTH DISTRICT

**Revision Date: 10/11/95**

| FUNDING SOURCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1--Interstate Construction | | | 43.18 | | | 43.18 | 43.18 | 43.18 |
| | 2--Interstate Maintenance | 8.00 | 9.41 | 14.05 | 14.05 | 12.00 | 6.80 | 34.05 | 30.26 |
| | 3--National Highway System | | | | | | | | |
| | 3A--Mobility | 2.15 | 2.15 | 26.00 | 26.00 | | | 28.15 | 28.15 |
| | 3B--Texas Trunk System | | | 16.41 | 16.41 | 16.20 | 16.20 | 32.61 | 32.61 |
| | 3C--Rehabilitation | | | | | | | | |
| | 3D--Traffic Management | | | | | | | | |
| | 3E--Miscellaneous | | | | | | | | |
| | 4--Surface Transportation Program | | | | | | | | |
| | 4A--Safety | 0.50 | 1.28 | 1.14 | 1.14 | 1.14 | 1.14 | 2.78 | 3.56 |
| | 4B--Transportation Enhancements | 6.55 | 4.19 | 2.48 | 6.90 | 2.18 | | 11.21 | 11.09 |
| | 4C--Metropolitan Mobility | 16.92 | 15.57 | 16.12 | 12.63 | 15.06 | 18.31 | 48.10 | 46.51 |
| | 4D--Urban Mobility | 4.15 | 4.15 | 1.46 | 1.46 | | | 5.61 | 5.61 |
| | 4E--Rural Mobility | | | | | 4.35 | 4.35 | 4.35 | 4.35 |
| | 4F--Rehabilitation | 4.57 | 4.57 | 2.79 | 2.79 | 4.48 | 4.48 | 11.84 | 11.84 |
| | 4G--RR Grade Separations | | | 2.90 | 2.90 | | | 2.90 | 2.90 |
| | 5--Congestion Mitigation & Air Quality | 17.97 | 19.44 | 17.17 | 19.95 | 16.12 | 11.62 | 51.26 | 51.01 |
| | 6--Bridges | | | | | | | | |
| | 6A--On-System | 4.76 | 3.47 | 11.26 | 8.91 | 4.96 | 4.96 | 20.98 | 17.34 |
| | 6B--Off-System | 3.20 | 2.56 | 2.63 | 2.31 | 10.73 | 9.34 | 16.56 | 14.21 |
| | 12--Commission Strategic Priority | | | 5.18 | 31.60 | 33.58 | 7.33 | 38.76 | 38.93 |
| | 15--Federal Demonstration Projects | 29.92 | 28.80 | 9.45 | 9.45 | 17.89 | 24.30 | 57.26 | 62.55 |
| | 16--(Federal Projects) | | | | | | | | |
| | Federal Land Highway Program | | | | | | | | |
| Federal - FTA | Section 3 | 5.00 (est) | 5.00 | | | | | 5.00 | 5.00 |
| | Section 9 | 5.52 (est) | 5.52 | 5.52 (est) | 5.52 | 5.52 (est) | 5.52 | 16.56 | 16.56 |
| | Section 16 | 0.14 | 0.14 | | | | | 0.14 | 0.14 |
| | Section 18 | 1.14 | 1.14 | | | | | 1.14 | 1.14 |
| TOTALS - Highways | Federal FHWA | 98.69 | 95.59 | 172.22 | 156.50 | 138.69 | 152.01 | 409.60 | 404.10 |
| | 100% State-Funded Projects | 19.20 | 17.55 | 21.73 | 22.11 | 13.35 | 13.14 | 54.28 | 52.80 |
| | Total District | 117.89 | 113.14 | 193.95 | 178.61 | 152.04 | 165.15 | 463.88 | 456.90 |
| TOTALS - Transit | Federal FTA Program | 11.80 | 11.80 | 5.52 | 5.52 | 5.52 | 5.52 | 22.84 | 22.84 |
| | State Match for Transit Projects | 0.81 | 0.81 | 0.81 | 0.81 | | | 1.62 | 1.62 |
| | Local for Transit Projects | | 6.58 | | 2.75 | | 3.35 | | 12.68 |
| Additional Match | Additional Highway Match | | 19.34 | | 18.13 | | 16.04 | | 53.51 |
| | Additional Transit Match | | | | | | | | |
| Locally Funded Projects | City | | 29.38 | | 18.29 | | 13.26 | | 60.93 |
| | County | | | | | | | | |
| | Other | | | | | | | | |

# FY 96-98 TIP FINANCIAL SUMMARY
# METROPOLITAN AREA
## ($ in millions)

**FORT WORTH DISTRICT** **Revision Date: 10/11/95**

| FUNDING SOURCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1--Interstate Construction | | | 43.18 | | | 43.18 | 43.18 | 43.18 |
| | 2--Interstate Maintenance | 8.00 | 9.41 | 14.05 | 14.05 | 12.00 | 6.80 | 34.05 | 30.26 |
| | 3--National Highway System | | | | | | | | |
| | 3A--Mobility | 2.15 | 2.15 | 26.00 | 26.00 | | | 28.15 | 28.15 |
| | 3B--Texas Trunk System | | | 0.00 | | 16.20 | 16.20 | 16.20 | 16.20 |
| | 3C--Rehabilitation | | | | | | | | |
| | 3D--Traffic Management | | | | | | | | |
| | 3E--Miscellaneous | | | | | | | | |
| | 4--Surface Transportation Program | | | | | | | | |
| | 4A--Safety | 0.41 | 1.19 | 1.14 | 1.14 | 1.14 | 1.14 | 2.69 | 3.47 |
| | 4B--Transportation Enhancements | 6.16 | 3.80 | 0.83 | 5.25 | 2.18 | | 9.17 | 9.05 |
| | 4C--Metropolitan Mobility | 16.92 | 15.57 | 16.12 | 12.63 | 15.06 | 18.31 | 48.10 | 46.51 |
| | 4D--Urban Mobility | 4.15 | 4.15 | 1.46 | 1.46 | | | 5.61 | 5.61 |
| | 4E--Rural Mobility | | | | | 0.00 | | 0.00 | |
| | 4F--Rehabilitation | 2.66 | 2.66 | 0.00 | | 0.00 | | 2.66 | 2.66 |
| | 4G--RR Grade Separations | | | 2.90 | 2.90 | | | 2.90 | 2.90 |
| | 5--Congestion Mitigation & Air Quality | 17.97 | 19.44 | 17.17 | 19.95 | 16.12 | 11.62 | 51.26 | 51.01 |
| | 6--Bridges | | | | | | | | |
| | 6A--On-System | 3.63 | 2.34 | 8.23 | 5.88 | 0.98 | 0.98 | 12.84 | 9.20 |
| | 6B--Off-System | 2.42 | 1.78 | 1.61 | 1.29 | 6.89 | 5.50 | 10.92 | 8.57 |
| | 12--Commission Strategic Priority | | | 5.18 | 31.60 | 33.58 | 7.33 | 38.76 | 38.93 |
| | 15--Federal Demonstration Projects | 29.92 | 28.80 | 9.45 | 9.45 | 17.89 | 24.30 | 57.26 | 62.55 |
| | 16--(Federal Projects) | | | | | | | | |
| | Federal Land Highway Program | | | | | | | | |
| Federal - FTA | Section 3 | 5.00 (est) | 5.00 | | | | | 5.00 | 5.00 |
| | Section 9 | 5.52 (est) | 5.52 | 5.52 (est) | 5.52 | 5.52 (est) | 5.52 | 16.56 | 16.56 |
| | Section 16 | 0.14 | 0.14 | | | | | 0.14 | 0.14 |
| | Section 18 | 1.14 | 1.14 | | | | | 1.14 | 1.14 |
| TOTALS - Highways | Federal FHWA | 94.39 | 91.29 | 147.32 | 131.60 | 122.04 | 135.36 | 363.75 | 358.25 |
| | 100% State-Funded Projects | 13.58 | 11.93 | 11.57 | 11.95 | 10.88 | 10.67 | 36.03 | 34.55 |
| | Total District | 107.97 | 103.22 | 158.89 | 143.55 | 132.92 | 146.03 | 399.78 | 392.80 |
| TOTALS - Transit | Federal FTA Program | 11.80 | 11.80 | 5.52 | 5.52 | 5.52 | 5.52 | 22.84 | 22.84 |
| | State Match for Transit Projects | 0.81 | 0.81 | 0.81 | 0.81 | | | 1.62 | 1.62 |
| | Local for Transit Projects | | 6.58 | | 2.75 | | 3.35 | | 12.68 |
| Additional Match | Additional Highway Match | | 19.24 | | 17.72 | | 16.04 | | 53.00 |
| | Additional Transit Match | | | | | | | | |
| Locally Funded Projects | City | | 29.38 | | 18.29 | | 13.26 | | 60.93 |
| | County | | | | | | | | |
| | Other | | | | | | | | |

# FY 96-98 TIP FINANCIAL SUMMARY
# RURAL AREA
# ($ in millions)

## FORT WORTH DISTRICT

**Revision Date: 10/11/95**

| FUNDING SOURCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1--Interstate Construction | | | | | | | | |
| | 2--Interstate Maintenance | | | | | | | | |
| | 3--National Highway System | | | | | | | | |
| | 3A--Mobility | | | | | | | | |
| | 3B--Texas Trunk System | | | 16.41 | 16.41 | | | 16.41 | 16.41 |
| | 3C--Rehabilitation | | | | | | | | |
| | 3D--Traffic Management | | | | | | | | |
| | 3E--Miscellaneous | | | | | | | | |
| | 4--Surface Transportation Program | | | | | | | | |
| | 4A--Safety | 0.09 | 0.09 | | | | | 0.09 | 0.09 |
| | 4B--Transportation Enhancements | 0.39 | 0.39 | 1.65 | 1.65 | | | 2.04 | 2.04 |
| | 4C--Metropolitan Mobility | | | | | | | | |
| | 4D--Urban Mobility | | | | | | | | |
| | 4E--Rural Mobility | | | | | 4.35 | 4.35 | 4.35 | 4.35 |
| | 4F--Rehabilitation | 1.91 | 1.91 | 2.79 | 2.79 | 4.48 | 4.48 | 9.18 | 9.18 |
| | 4G--RR Grade Separations | | | | | | | | |
| | 5--Congestion Mitigation & Air Quality | | | | | | | | |
| | 6--Bridges | | | | | | | | |
| | 6A--On-System | 1.13 | 1.13 | 3.03 | 3.03 | 3.98 | 3.98 | 8.14 | 8.14 |
| | 6B--Off-System | 0.78 | 0.78 | 1.02 | 1.02 | 3.84 | 3.84 | 5.64 | 5.64 |
| | 12--Commission Strategic Priority | | | | | | | | |
| | 15--Federal Demonstration Projects | | | | | | | | |
| | 16--(Federal Projects) | | | | | | | | |
| | Federal Land Highway Program | | | | | | | | |
| Federal - FTA | Section 3 | | | | | | | | |
| | Section 9 | | | | | | | | |
| | Section 16 | | | | | | | | |
| | Section 18 | | | | | | | | |
| TOTALS - Highways | Federal FHWA | 4.30 | 4.30 | 24.90 | 24.90 | 16.65 | 16.65 | 45.85 | 45.85 |
| | 100% State-Funded Projects | 5.62 | 5.62 | 10.16 | 10.16 | 2.47 | 2.47 | 18.25 | 18.25 |
| | Total District | 9.92 | 9.92 | 35.06 | 35.06 | 19.12 | 19.12 | 64.10 | 64.10 |
| TOTALS - Transit | Federal FTA Program | | | | | | | | |
| | State Match for Transit Projects | | | | | | | | |
| | Local for Transit Projects | | | | | | | | |
| Additional Match | Additional Highway Match | | 0.10 | | 0.41 | | | | 0.51 |
| | Additional Transit Match | | | | | | | | |
| Locally Funded Projects | City | | | | | | | | |
| | County | | | | | | | | |
| | Other | | | | | | | | |

# XII. ANNUAL

# SELF-CERTIFICATION

## MPO SELF-CERTIFICATION

We, Charles W. Heald and Jay Nelson, duly authorized representatives of the TEXAS DEPARTMENT OF TRANSPORTATION, and Jim Jackson, a duly authorized representative of the NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS REGIONAL TRANSPORTATION COUNCIL, hereby certify and attest that the transportation planning conducted within the Dallas-Fort Worth Metropolitan Area by its agents and/or representatives, and funded under the latest approved Unified Planning Work Program (UPWP), is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

(1) Section 134 of Title 23, U.S.C., Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and part(450);

(2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d));

(3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991(Pub. L. 102-240) regarding the involvement of Disadvantaged Business Enterprises in the FHWA and FTA funded planning projects(sec. 105(f) Pub. L. 97-424, 96 Stat. 2100; 49 CFR Part 23); and

(5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38).

Witness these signatures this 12th day of October, 1995.

TEXAS DEPARTMENT
OF TRANSPORTATION
FORT WORTH DISTRICT

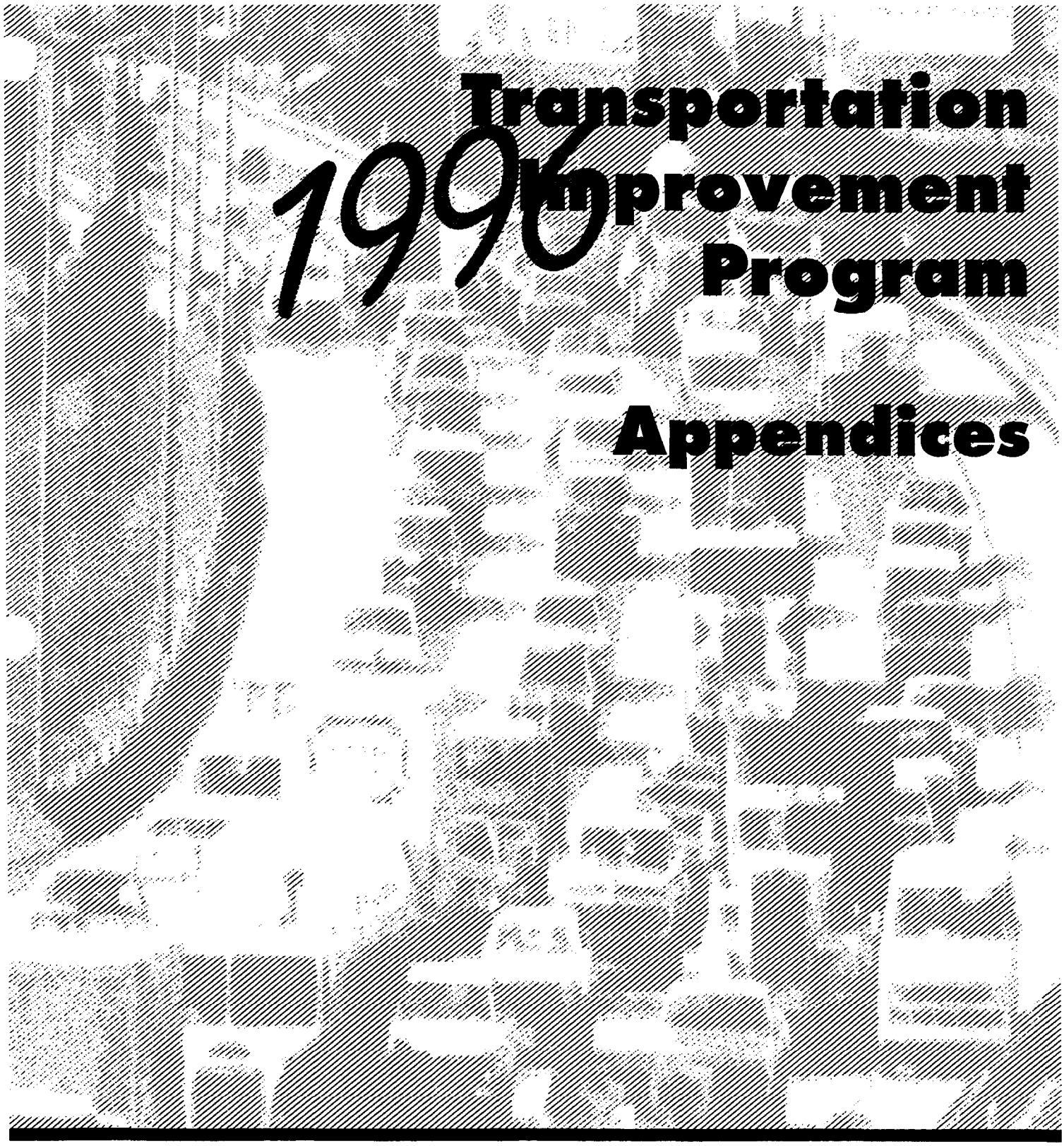
Charles W. Heald, P.E., District Engineer

TEXAS DEPARTMENT
OF TRANSPORTATION
DALLAS DISTRICT

Jay Nelson, P.E., District Engineer

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
REGIONAL TRANSPORTATION COUNCIL

Jim Jackson, Chairman


1996
Transportation
Improvement
Program
Appendices

# APPENDIX A

## AGREEMENT

STATE OF TEXAS

COUNTY OF TRAVIS

THIS AGREEMENT Made this 26th day of August, A.D., 1988, by and between the Office of the Governor, State of Texas, acting by and through the Office of Budget and Planning, Party of the First Part, and the NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS, Party of the Second Part:

WITNESSETH

WHEREAS, the Federal-Aid Highway Act of 1973 in Section 112 allocates planning funds to Metropolitan Planning Organizations to support the urban transportation planning process; and

WHEREAS, the Federal Highway Administration (in accordance with Section 112 of the Federal-Aid Highway Act of 1973) and the Urban Mass Transportation Administration (in accordance with Section 8 of the Urban Mass Transportation Administration Act of 1964, as amended) intend to fund the same designated metropolitan planning organization in each metropolitan area; and

WHEREAS, The Federal Aviation Administration intends to consider this agency for the receipt of airport system planning funds under Section 13 of the Airport and Airway Development Act of 1970 as amended; and

WHEREAS, it is the desire of the parties that urban transportation planning be integrated to the maximum extent possible with other areawide planning in the metropolitan area; and

WHEREAS, the successful implementation of urban transportation planning requires the assistance and concurrence of all local governments in the metropolitan area.

NOW THEREFORE, it is hereby agreed that the use of funds made available under Section 112 of the Federal-Aid Highway Act of 1973 shall be governed by the organization and responsibilities as set out in the following paragraphs:

I. Organization

The NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS shall be the Metropolitan Planning Organization for transportation planning in the DALLAS-FORT WORTH urbanized area.

The Metropolitan Planning Organization shall:

A. Develop or assist in the development of a multi-modal transportation planning process. Prepare a Unified Work Program which would specify the use of Section 112 funds or in those regions where a Unified Work Program is not required, prepare a plan for the use of these monies, and submit the Unified Work Program or plan for approval to the Committee established pursuant to Section 134 of Chapter 1 of Title 23 United States Code.

B. Insure that transportation planning in the urbanized area is successful, coordinated, and integrated with other comprehensive planning in the State Planning Region.

C. Use the Committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U. S. C. as the group responsible for giving the Metropolitan Planning Organization overall transportation policy guidance.

II. Section 112 of the 1973 Federal-Aid Highway Act authorizes additional funds for the purpose of carrying out the provisions of Section 134 of Chapter 1, of Title 23 U. S. C. Therefore, first consideration for the distribution of Section 112 funds will be given to planning efforts being conducted by cities, counties, and regional councils of governments who are assigned responsibility for basic elements of the urban Transportation Study Agreements established by the State Department of Highways and Public Transportation pursuant to Section 134 of Chapter 1 of Title 23 U. S. C.

III. This agreement shall in no way establish any activity or process that would infringe upon or interfere with the statutory obligation of the State Department of Highways and Public Transportation.

IV. The Metropolitan Planning Organization will contract with the State Department of Highways and Public Transportation for Section 112 Planning Funds. The expense involved in urban transportation planning will be assumed by the Metropolitan Planning Organization or agencies with which the Metropolitan Planning Organization has subcontracted to accomplish work identified in the approved Unified Work Program or plan for the use of Section 112 funds. Vouchers for completed work under the annual Unified Work Program or plan utilizing Section 112 funds will be audited and approved by the State Department of Highways and Public Transportation according to federal and state requirements. Reimbursement will be made on a periodic basis.

V. This agreement may be renegotiated as necessary to meet changing conditions or terminated by either party upon 30 days notice.

VI. This agreement will remain in full force and effect until such time as the NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS is no longer the designated Metropolitan Planning Organization or unless terminated as provided in Item V above.

IN WITNESS WHEREOF, the Parties have hereunto affixed their signatures on the dates indicated.

Party of the First Part

OFFICE OF THE GOVERNOR

STATE OF TEXAS

BY: H.P. Clements, Jr.

Date: August 26 1988

Party of the Second Part

BY: William J. Pitstick

William J. Pitstick
Executive Director, NCTCOG

Date: August 8, 1988

RECOMMENDATION FOR EXECUTION:

Title: Gordon A. Shunk

Gordon A. Shunk
Director of Transportation
and Energy, NCTCOG

## EXECUTIVE SUMMARY

The Mobility 2010 Plan Update is the Dallas-Fort Worth Metropolitan Area's response to the requirement for a financially constrained regional transportation plan in accordance with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Plan serves as a guide for the expenditure of federal transportation funds through the year 2010. This plan includes an adopted Congestion Management Plan for the region, also developed in accordance with ISTEA and the United States Department of Transportation's proposed rules for Congestion Management Systems in metropolitan nonattainment areas.

In October 1993, this Plan was adopted by the Regional Transportation Council and endorsed by the Executive Board of the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area.

Mobility 2010: The Regional Transportation Plan for North Central Texas, developed in 1990, represented a system of transportation improvements needed to maintain mobility in the Dallas-Fort Worth Metropolitan Area over the next two decades. This needs plan fell short, however, in balancing available funds with mobility needs. ISTEA requires that regional transportation plans in metropolitan areas be constrained to available financial resources. Hence, the Mobility 2010 Plan Update focuses on cost-effective improvements, additional funding sources for transportation improvements and more aggressive strategies to manage the regional transportation system.

Specifically, the Mobility 2010 Plan Update identifies $15.2 billion in transportation system investments to be constructed over the next 17 years and is constrained to estimates of financial resources anticipated to be available during this time period. The Plan recommends

implementation of over $1 billion in congestion mitigation strategies as part of the Regional Congestion Management System aimed at reducing peak-period single occupant vehicle travel. Approximately 40 miles of immediate action HOV facilities are included in the Plan for eventual conversion to part of a larger 150-mile permanent HOV system at an estimated cost of $1.3 billion. A 120-mile system of regional commuter rail and light rail facilities is included in the Plan, which consists of both the DART and RAILTRAN systems now being developed in the region at an estimated cost of $2.1 billion. The Mobility 2010 Plan also includes an estimated $300 million dedicated to the construction of pedestrian and bikeway facilities and additional transportation enhancement activities. Finally the Plan calls for the construction of approximately 1,500 additional lane miles of freeway system improvements, including expansion of the existing system as well as staged construction of new freeway facilities at an estimated cost of $6.6 billion. Approximately $1.8 billion is allocated toward maintenance and operation of the transportation system including the public transportation systems.

The Mobility 2010 Plan Update includes a financial assessment of anticipated expenditures and revenues. Included in this strategy is the call for over $1 billion of the future freeway system needs to be funded through the construction of toll roads as opposed to freeways in new freeway corridors. The financial assessment also focuses on the need for additional transportation system revenues to be generated from increases in dedicated funding sources such as gasoline taxes and vehicle registration fees, as well as other sources such as state and federal discretionary transportation funds to be allocated to the Dallas-Fort Worth region.

As a result of the current ozone nonattainment designation for the four Counties of Collin, Dallas, Denton and Tarrant with the Dallas-Fort Worth Metropolitan Area, the Mobility 2010 Plan Update must be in compliance with the Clean Air Act Amendments of 1990. As result, an

air quality conformity analysis was conducted as part of the Mobility 2010 Plan Update. The analysis indicated that implementation of the Plan would reduce hydrocarbon emissions, and, therefore, would meet the conformity requirements.

This Plan Update recommends:

A Regional Congestion Management System

Pedestrian/Bicycle Facilities and Other Transportation Enhancements

High Occupancy Vehicle Lanes

Light Rail and Commuter Rail Lines

Freeways, Express Lanes, and Toll Roads

A Regional Thoroughfare System

The Plan Update also documents:

Conformity Analysis with the State Implementation Plan

The Alternatives Fuel Program

A Financial Plan Demonstrating Capability for Plan Implementation

Two additional support documents supplement the Plan Update and provide detailed information and technical procedures:

Mobility 2010 Plan Update - Congestion Management System

Mobility 2010 Plan Update - Technical Findings

The air quality conformity analysis is summarized in this document. A more detailed description of this process is continued in the Final Rule Conformity Determinations for the 1995 Transportation Improvement Program for the 1995 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area and the Mobility 2010 Plan Update: The Regional Transportation Plan for North Central Texas.

The Mobility 2010 Plan Update emphasizes the need for cooperative development and implementation of the regional transportation system with greater emphasis to be placed on congestion management as a means of reducing demand and stretching limited financial resources.

APPENDIX C

## STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM
## FIRST CALL PROJECTS

| CSJ | Project Name | Descripion | Estimated Const. Cost | Estimated Letting |
|---|---|---|---|---|
| 0918-25-005 | Rockwall County Courthouse | Restoration of Rockwall County Courthouse | 625,000 | 1998 |
| 0918-24-040 | US75/SH190 Recreation Trail | Hike/Bike Trail | 1,235,000 | 1997 |
| 0918-24-041 | Rowlett Creek Trail | Hike/Bike Trail | 360,000 | 1997 |
| 0918-24-042 | Preston Ridge Trail | Hike/Bike Trail | 307,000 | 1997 |
| 0918-45-195 | Katy Trail | Hike/Bike Trail | 750,000 | 1997 |
| 0918-11-030 | Kaufman County Depot | Restoration of RR Depot in Terrell | 70,000 | 1996 |
| 0918-45-200 | Houston St. Viaduct | Restoration of Houston Street Viaduct | 3,220,000 | 1997 |
| 0918-45-198 | Bernal/Canada Dr. Trail | Hike/Bike Trail | 270,000 | 1997 |
| 0918-45-197 | Fair Park CBD Trail | Hike/Bike Trail | 500,000 | 1997 |
| 0918-45-196 | Trinity Park Trail | Hike/Bike Trail | 2,100,000 | 1997 |
| 0918-46-060 | Denton Branch Rails to Trails | Hike/Bike Trail | 435,000 | 1997 |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 1.) | CSJ: 8043-18-005<br>Hampton/Inwood Road: From Canada Drive To Harry Hines Blvd.<br>Dallas County<br>Description: Reconstruct Existing 4-lane Divided Roadway to 6-lane Divided Urban Facility | 4C | $18.4M |
| 2.) | CSJ: 0196-06-017<br>Loop354: From Royal Lane To Dallas N. City Limit<br>Dallas County<br>Description: Reconstruct Existing 4-lane Divided Roadway to 6-lane Divided Urban Facility | 4C | $3.9M |
| 3.) | CSJ: 8044-18-001<br>Oaklawn Avenue: From IH 35E To Maple Avenue<br>Dallas County<br>Description: Reconstruct Existing 4-lane Divided Roadway to 6-lane Divided Urban Facilility | 4C | $8.9M |
| 4.) | CSJ: 8050-18-028<br>MH (Belt Line Road) From IH 35E To Blue Grove<br>Dallas County<br>Description: Widen to 4 lanes | 18 | 5.7M |
| 5.) | CSJ: 8050-18-032<br>Beltline Road: From Lake June Road To Bruton Road<br>Dallas County<br>Description: Reconstruct Existing 2-lane Rural Roadway to 6-lane Divided Urban Facility | 18 | $3.0M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 6.) | CSJ: 8245-18-001<br>Lake June Road: From Balch Springs Road To Beltline Road<br>Dallas County<br>Description: Reconstruct Existing 2-lane Rural Roadway to 6-lane Divided Urban Facility | 18 | $3.0M |
| 7.) | CSJ: 0815-08-019<br>FM 663: From 875 To US 287<br>Ellis County<br>Description: Reconstruct and Widen | 4F | 2.1M |
| 8 .) | CSJ: 0092-06-083<br>IH 45: From Chamber Creek To Corsicana Bypass<br>Navarro County<br>Description: Reconstruct and add 2 lanes | 3A | 12M |
| 9.) | CSJ: 0093-01-060<br>IH 45: From Mesquite Creek To SH 14<br>Dallas County<br>Description: Preliminary Engineering for reconstruction of surfacing and structures | 2 | .75M |
| 10.) | CSJ: 2964-05-006<br>SH 190: E. of Dallas N Tollway To Coit<br>Dallas County<br>Description: Construct 6-lane Rural Freeway on New Location | 3A | 38.4M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 11.) | CSJ: 2964-05-003<br>SH 190: From Denton County Line<br>To Dallas N Tollway<br>Dallas County<br>Description: Construct 4-lane Freeway | 12 | 13M |
| 12.) | CSJ: 2964-03-004<br>SH 190: At Burligton Northern RR, W. Of Kelly<br>Dallas County<br>Description: Construct Drainage Tunnel | 3E | 7M |
| 13.) | CSJ: 2964-04-003<br>SH 190: From W of Franklin<br>To: Collin County Line<br>Dallas County<br>Description: Construct 4-lane Freeway | 12 | 23.5M |
| 14.) | CSJ: 2964-03-002<br>SH 190: From IH 35E<br>To E of Dickerson<br>Dallas County<br>Description: Construct Interchange and 4-lane Freeway at IH 35E, Reconstruct IH35E | 3A | 56.9M |
| 15.) | CSJ: 2964-04-005<br>SH 190: From Dallas County Line<br>To W of Frankford<br>Dallas County<br>Description: Construct 4-lane Freeway | 3A | 9M |
| 16.) | CSJ: 2964-03-003<br>SH 190: From E of Dickerson<br>To Denton County Line<br>Dallas County<br>Description: Construct 4-lane Freeway | 3A | 45M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 17.) | CSJ: 2964-06-008<br>SH 190: From Collin County Line<br>To Brand<br>Dallas County<br>Description: Construct 4-lane Freeway | 3A | 16.8M |
| 18.) | CSJ: 2964-05-013<br>SH 190: From Renner<br>To Dallas County Line<br>Dallas County<br>Description: Construct 4-lane Rural Freeway | 3A | 5.2M |
| 19.) | CSJ: 2964-05-010<br>SH 190: From US 75<br>To Renner<br>Dallas County<br>Description: Construct 4-lane Rural Freeway | 3A | 10.1M |
| 20.) | CSJ: 2964-05-009<br>SH 190: From Coit<br>To Alma<br>Dallas County<br>Description: Construct 4-lane Rural Freeway | 3A | 35.4M |
| 21) | CSJ: 0353-05-091<br>Northwest Highway<br>@ McCree<br>Dallas County<br>Description: Intersection Improvements | 5 | 120,000 |
| 22.) | CSJ: 0353-05-092<br>Northwest Highway<br>@ Executive<br>Dallas County<br>Description: Intersection Improvements | 5 | 80,000 |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 23) | CSJ: 0353-05-090<br>Jupiter Rd.<br>@ Northwest Highway<br>Dallas County<br>Description: Dual left turn lanes | 5 | 625,000 |
| 24) | CSJ: 0918-45-272<br>On Lemmon Ave From Bluffview<br>To Airdrome<br>Dallas County<br>Description: Widen NB and SB lanes | 4C | 900,000 |
| 25) | CSJ: 0091-06-037<br>S.H. 289 @Harvest Hill<br>Dallas County<br>Description: Eastbound left turn pocket and right turn lane | 5 | 40,000 |
| 26.) | CSJ: 0093-01-063<br>IH 45: From N. End of US 287 overpass bridge<br>To S. End of Corsicana Bypass<br>Navarro County<br>Description: Reconstruct Highway | 2 | 3.1M |
| 27.) | CSJ: 0093-01-070<br>IH 45: @ Richland Creek Relief<br>Navarro County<br>Description: Replace Bridge and Approaches | 6A | 1.4M |
| 28.) | CSJ: 0162-03-031<br>SH 31: @ Post Oak Creek<br>Navarro County<br>Description: Rehabilitate Bridges and Approaches | 6A | 1.4M |
| 29.) | CSJ: 0162-04-040<br>SH 31: @ Rush Creek<br>Navarro County<br>Description: Replace Bridge and Approaches | 7 | 85,900 |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 30.) | CSJ: 0574-01-020<br>SH 309: @ Rush Creek<br>Navarro County<br>Description: Replace Bridge and Approaches | 6A | 340,000 |
| 31.) | CSJ: 0719-02-023<br>FM 85 From FM 1129<br>To Trinity<br>Navarro County<br>Description: Reconstruct and Widen Roadway | 4F | 690,000 |
| 32.) | CSJ: 0918-18-034<br>CR 273: @ Chambers<br>NavarroCounty<br>Description: Replace Bridges and Approaches | 6B | 225,000 |
| 33.) | CSJ: 1050-01-014<br>FM 85: From FM 1182<br>To Navarro C/L<br>Ellis County<br>Description: Reconstruct and Widen Roadway | 4F | 1.2M |
| 34.) | CSJ: 1050-02-008<br>FM 85: From Ellis C/L<br>To FM 1129<br>Navarro County<br>Description: Reconstruct and Widen Roadway | 4F | 2.3M |
| 35.) | CSJ: 2682-01-012<br>FM 2555 From Park Row<br>To SH 22<br>Navarro County<br>Description: Reconstruct and Widen Shoulders | 14 | 1.4M |

**PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98**

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 36.) | CSJ: 0619-05-028<br>F.M. 544 From Midway Road<br>To 400 ft. W. of ATSF RR<br>Denton County<br>Description: Construct 6-lane divided roadway | FEAS | 15,000 |
| 37.) | CSJ: 2964-03-006<br>S.H. 190 @ I.H. 35E<br>Dallas County<br>Description: Preliminary Engineering funds | 3B | 91M |
| 38.) | CSJ: 0135-11-012<br>US 380 From Denton C/L<br>To SH 289<br>Collin County<br>Description: Widen to 4-lane divided | 3B | 5.8M |
| 39.) | CSJ: 0619-05-028,029,030<br>FM 544 From FM 2281<br>400 ft. W. Of AT & SF RR<br>Denton County<br>Description: Widen existing facility and construct facility on new location | FEAS | 9.3M |
| 40.) | CSJ: 0816-02-055<br>FM 455 At 0.4 mi. West of Wise C/L<br>Denton County<br>Description: Construct Paved Shoulders | 4A | 58,500 |
| 41.) | CSJ: 0817-01-017<br>FM 428 From FM 3524<br>To US 377<br>Denton County<br>Description: Widen existing roadway | 4F | 390,000 |
| 42.) | CSJ: 0918-46-924<br>Kelley Blvd.: From Rosemeade<br>To: Frankford Rd.<br>Denton County<br>Description: Widen to 4-lane | 4C | 1M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 43.) | CSJ: 1310-01-032<br>FM 407 At 2.7 Mi. West of IH 35W<br>Denton County<br>Description: Construct Paved Shoulders | 4A | 35,500 |
| 44.) | CSJ: 0009-04-039<br>S.H. 66 From Dallas County Line<br>To S.H. 205<br>Dallas County<br>Description: Widen to a 4-lane divided roadway | 3A | 48M |
| 45.) | CSJ: 0135-03-031<br>U.S. 380 From McDonald<br>To 0.2 mi. E of SPRR<br>Collin County<br>Description: Construct 6-lane divided roadway | 3A | 1.8M |
| 46.) | CSJ: 0918-24-907<br>CR<br>@ East Fork Trinity River<br>Collin County<br>Description: Replace bridge and approaches | 6B | 56,000 |
| 47.) | CSJ: 0918-24-908<br>FM 545 @ Tributary of Honey Creek<br>Collin County<br>Description: Replace Bridge and Approaches | 6B | 54,600 |
| 48.) | CSJ: 1973-01-009<br>FM 1461<br>@ Wilson Creek<br>Collin County<br>Description: Bridge Replacement | 6A | 280,000 |
| 49.) | CSJ: 0918-46-901<br>Mayhill Road<br>@ Cooper Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 210,000 |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 50.) | CSJ: 3547-01-004<br>S.H. 121 Bypass<br>To existing SH 121<br>@ FM 544<br>*Denton County*<br>Description: Construct 6 lane freeway (Stage 1) (Frontage Rds.) | 13 | 51.9M |
| 51.) | 0353-02-027<br>SH 114 From IH 35W<br>To 0.6 mi. E of US 377<br>Denton County<br>Description: Construct frontage roads and 0.5 mile of main lanes | 12 | 16.7M |
| 52.) | CSJ: 0048-03-049<br>US 77 From SH 342<br>To US 287<br>Ellis County<br>Description: Widen to 4 Lane Undivided Rural | 12 | 8.6M |
| 53.) | CSJ: 0048-04-058<br>IH 35E Spur 394 (Ganaway Underpass)<br>S. of Waxahachie<br>Ellis County<br>Description: Study to Improve or Relocate exit ramp | 16 | |
| 54.) | CSJ: 0092-05-036<br>IH 45 Navarro C\L<br>0.7 mi. S of US 287 Bypass<br>Ellis County<br>Description: Reconstruct Existing Freeway | 2 | 17M |
| 55.) | CSJ: 0092-05-039<br>IH 45 Navarro C\L<br>0.7mi. S of US 287 Bypass<br>Ellis County<br>Description: Add 2 main lanes to existing freeway | 12 | 7.2M |
| 56.) | CSJ: 0172-05-066<br>US 287 Existing US 287<br>Ellis County<br>Description: Widen to 4-lane Divided Rural | 3A | 12.82M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 57.) | CSJ: 0568-01-032<br>SH 34 IH 35E<br>Existing SH 34 (Italy Bypass)<br>Ellis County<br>Description: Construct New Roadway, 2-lane | 12 | 1.87M |
| 58.) | CSJ: 0568-01-034<br>SH 34 Exist SH 34 at FM 1183, N<br>US 75 in Ennis<br>Ellis County<br>Description: Construct 4-lane Undivided Urban Thoroughfare | 3A | 0.91M |
| 59.) | CSJ: 0596-04-030<br>FM 878 SSC Site N55<br>FM 813<br>Ellis County<br>Description: Upgrade Road for Heavy Loads | 12 | 0.91M |
| 60.) | CSJ: 0596-04-051<br>FM 878 US 287<br>SSC Site N55<br>Ellis County<br>Description: Upgrade Roadway and Replace Structures | 12 | 5.31M |
| 61.) | CSJ: 0712-05-011<br>Fm 1493 FM 876<br>Arrowhead Road Ext<br>Ellis County<br>Description: Overlay Existing Road and Add Shoulders | 12 | 1.51M |
| 62.) | CSJ: 0918-22-007<br>CR On Hornik Rd. At 0.5mi. S of FM 1181 E of Ennis<br>Ellis County<br>Description: Preliminary Engineering For Replacing Bridge and Approaches | 8 | 0.05M |
| 63.) | CSJ: 0918-22-034<br>VA Various County Roads for the SSC<br>Ellis County<br>Description: Design and Review Construction Plans | 16 | 0.32 |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 64.) | CSJ: 1048-02-026<br>FM 664 At Red Oak Creek Relief<br>Ellis County<br>Description: Replace Bridge and Approaches | 6A | 0.24M |
| 65.) | CSJ: 1051-01-027<br>FM 664 At Red Oak Creek<br>Ellis County<br>Description: Replace Bridge and Approaches | 6A | 0.25M |
| 66.) | CSJ: 1051-02-012<br>FM 876 IH 35E<br>FM 1493<br>Ellis County<br>Description: Overlay existing Road And Add Shoulders | 12 | 1.11M |
| 67.) | CSJ: 1139-01-030<br>FM 813 FM 878<br>Business IH 45 (Spur 562)<br>Ellis County<br>Description: Upgrade Road for Heavy Loads | 12 | 0.45M |
| 68.) | CSJ: 1139-01-031<br>FM 813 @ Red Oak Creek Relief No. 1<br>Ellis County<br>Description: Replace Bridge | 12 | 0.16M |
| 69.) | CSJ: 1139-01-032<br>FM 813 @ Grove Creek<br>Ellis County<br>Description: Replace Bridge | 12 | 0.32M |
| 70.) | CSJ: 1139-01-033<br>FM 813 @ Red Oak Creek<br>Ellis County<br>Description: Replace Bridge and Approaches | 6A | 0.25M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 71.) | CSJ: 1139-02-013<br>FM 813 Bi 45-H (SP 562)<br>IH 45<br>Ellis County<br>Description: Upgrade Roads for Heavy Loads | 12 | 0.25M |
| 72.) | CSJ: 1139-02-014<br>FM 813 @ Grove Creek<br>Ellis County<br>Description: Replace Bridge and Approaches | 6A | 0.24M |
| 73.) | CSJ: 1317-03-013<br>FM 1722 FM 879<br>East Campus Connection<br>Ellis County<br>Description: Construct new Roadway 2-lane | 12 | 0.49M |
| 74.) | CSJ: 1318-01-010<br>FM 1181 US 75 in Ennis<br>IH 45<br>Ellis County<br>Description: Construct 4-lane Undivided Urban Thoroughfare | 3A | 1.63M |
| 75.) | CSJ: 1393-01-017<br>FM 308 @ A Tributary of Mill Creek<br>Ellis County<br>Description: Replace Bridge and Approaches | 6A | 0.15M |
| 76.) | CSJ: 0173-05-018<br>SH 34 North of Kings Creek<br>High St. in Terrell<br>Kaufman County<br>Description: Construct 4-lane Divided Urban Thoroughfare | 4E | 5.4M |
| 77.) | CSJ: 0173-05-021<br>SH 34 High St.<br>US 80 in Terrell<br>Kaufman County<br>Description: Construct 4-lane Divided Urban Thor. & Struct. | 4E | 3.2M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 78.) | CSJ: 0197-05-036<br>US 175 Near WCL of Mabank<br>Henderson C\L (Mabank Bypass)<br>Kaufman County<br>Description: Construct 4-lane Divided (Rural) on New Location | 3A | 0.87M |
| 79.) | CSJ: 0197-05-038<br>US 175 US 175 Eastbound at Cedar Creek Fork<br>Kaufman County<br>Description: Replace Bridge and Approaches | 6A | 0.83M |
| 80.) | CSJ: 0197-05-039<br>US 175 US 175 Eastbound at Cedar Creek<br>Kaufman County<br>Description: Replace Bridge and Approaches | 6A | 0.80M |
| 81.) | CSJ: 0197-05-040<br>US 175 US 175 Eastbound at Cedar Creek Relief<br>Kaufman County<br>Description: Replace Bridge and Approaches | 6A | 0.32M |
| 82.) | CSJ: 0197-05-041<br>US 175 US 175 Eastbound at Cedar Creek Relief<br>Kaufman County<br>Description: Replace Bridge and Approaches | 6A | 0.25M |
| 83.) | CSJ: 0495-01-032<br>IH 20 At Rest Areas, 43.0 mi. E of Dallas<br>Kaufman County<br>Description: Rehabilitate Rest Areas | 16 | 0.15M |
| 84.) | CSJ: 0751-04-001<br>FM 598 FM 1392, 1.0mi. SW of SH 205, SE SH 205 in Terrell<br>Kaufman County<br>Description: Upgrade Existing County Road | 8B | 1.18M |
| 85.) | CSJ: 1397-01-021<br>FM 1836 @ Big Cottonwood Creek<br>Kaufman County<br>Description: Replace Bridge and Approaches | 6A | 0.40M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 86.) | CSJ: 1397-01-022<br>FM 1836 At Little Cottonwood Creek<br>Kaufman County<br>Description: Replace Bridge and Approaches | 6A | 0.22M |
| 87.) | CSJ: 1494-03-001<br>FM 3486 SH 34, NW<br>FM 986<br>Kaufman County<br>Description: Construct New 2-lane FM Highway | 8B | 1.15M |
| 88.) | CSJ: 2588-01-007<br>FM 548 US 80 in Forney<br>0.5 0.5 mi. NE<br>Rockwall County<br>Description: Relocate Farm to Market Road | 8B | 0.81M |
| 89.) | CSJ: 0451-03-010<br>SH 205 SH 78<br>Rockwall County Line<br>Collin County<br>Description: Reconstruct and Widen Roadway | 4F | 4.10M |
| 90.) | CSJ: 0918-45-046<br>CR On Ferris Rd. At Ten Mile Cr, 0.1 mi. S of Van Rd.<br>Dallas County<br>Description: Preliminary Engineering for Replacing Bridge and Approaches | 8 | 0.65M |
| 91.) | CSJ: 0918-45-052<br>CS On JJ Lemon Rd. at Newton Creek,<br>0.6 mi. NW of IH 20<br>Dallas County<br>Description: Preliminary Engineering for Replacing Bridge and Approaches | 8 | 1.11M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 92.) | CSJ: 0918-45-109<br>CS In Desoto on Chatteyroad at Heath Creek<br>Dallas County<br>Description: Preliminary Engineering for Replacing Bridge and Approaches | 6B | 0.26M |
| 93.) | CSJ: 0918-45-110<br>CR On Ferris Road at Tributary of Ten Mile Creek<br>Dallas County<br>Description: Preliminary Engineering for Replacing Bridge and Approaches | 6B | 0.43M |
| 94.) | CSJ: 0918-45-111<br>CR In Garland on Sachse Road at Muddy Creek<br>Dallas County<br>Description: Preliminary Engineering for Replacing Bridge and Approaches | 8 | 0.40M |
| 95.) | CSJ: 1290-03-016<br>SH 276 FM 549<br>FM 551<br>Rockwall County<br>Description: Widen 2-lane to 4-lane Divided Rural | 4E | 3.5M |
| 96.) | CSJ: 8050-18-029<br>MH In Mesquite on Beltline Rd.<br>At US 80<br>Dallas County<br>Description: Reconstruct Interchange | 18 | 3.7M |
| 97.) | CSJ: 0081-04-025<br>US 377 IH 35E<br>FM 1830<br>Denton County<br>Description: Reconstruct an Existing 4-ln. roadway to a 6-ln. Divided Urban Facility | 4D | 3.7M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 98.) | CSJ: 0081-11-012<br>FM 426 1.4 mi. W of Lp 288<br>1.1 mi. E of Lp 288<br>Denton County<br>Description: Widen 2-Ln. Roadway to 4-Ln. Divided Urban | 3A | 6.0M |
| 99.) | CSJ: 0081-13-029<br>IH 35W Tarrant C\L<br>Dry Fork Hickory Crk. BR<br>Denton County<br>Description: Reconstruct Shoulders, Repair Existing concrete pavement and extend structures. | 2 | 3.1M |
| 100.) | CSJ: 0081-13-030<br>IH 35W From I 35E<br>To Tarrant County Line<br>Denton County<br>Description: Reconstruct Shoulder and Widen Bridge (Section) | 2 | 5.0M |
| 101.) | CSJ: 0134-09-034<br>US 380 IH 35, East<br>US 77<br>Denton County<br>Description: Widen to 6 Lane Divided Urban | 3A | 3.8M |
| 102.) | CSJ: 0134-09-045<br>US 380 At South Hickory Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 0.9M |
| 103.) | CSJ: 0134-09-046<br>US 380 At North Hickory Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 1.15M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 104.) | CSJ: 0134-09-047<br>US 380 @ FM 156 and GC&SF RR Overpass<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 1.25M |
| 105.) | CSJ: 0135-10-023<br>US 380 Lp 288<br>US 77 in Denton<br>Denton County<br>Description: Construct 6-Lane Divided Urban | 3A | 10.4M |
| 106.) | CSJ: 0135-10-024<br>US 380 Loop 288<br>US 380-US 377 N<br>Denton County<br>Description: Widen to 6-Lane Divided Urban | 3A | 25.0M |
| 107.) | CSJ: 0135-10-025<br>US 380 US 377<br>Collin C\L<br>Denton County<br>Description: Widen to 4-Lane Divided Rural Section | 3B | 26.0M |
| 108.) | CSJ: 0195-02-040<br>US 77 IH 35 North of Denton, Southeast<br>US 380<br>Denton County<br>Description: Reconstruct Existing 2-Ln. Facility to provide 4-Ln. Divided Urban Thoroughfare | 18 | 6.14M |
| 109.) | CSJ: 0195-03-047<br>IH 35E Overpass to T & P RR<br>Denton County<br>Description: Replace Bridges and Approaches | 6A | 0.85M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 110.) | CSJ: 0196-02-078<br>IH 35E @ FM 407 in Lewisville<br>Denton County<br>Description: Construct Interchange | 3A | 9.85M |
| 111.) | CSJ: 0196-04-011<br>FM 1171 IH 35E<br>SH 121<br>Denton County<br>Description: Widen to 4-lane Divided Urban | 4D | 4.15M |
| 112.) | CSJ: 0353-02-029<br>SH 114 Wise C\L<br>IH 35W<br>Denton County<br>Description: Widen to 4-lane Divided Rural | 3A | 24M |
| 113.) | CSJ: 0619-05-015<br>FM 544 SH 121<br>Collin C\L<br>Denton County<br>Description: Reconstruct GR STRS & Surf | 7 | 2M |
| 114.) | CSJ: 0619-05-029<br>FM 544 Midway Road<br>Parker/Dozier Road Intersection<br>Denton County<br>Description: Construct 2-Lane Undivided Rural Facility w/ Future 4-Lanes | FEAS | 5.77M |
| 115.) | CSJ: 0619-05-030<br>FM 544 FM 2281<br>Park/Dozier Road<br>Denton County<br>Description: Construct existing 2-Lane to 4-Lane Divided | FEAS | 6.67M |
| 116.) | CSJ: 0718-01-037<br>FM 156 @ Elizabeth Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 0.26M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 117.) | CSJ: 0816-02-053<br>FM 455 0.087 mi. E of Boom Creek<br>0.123 mi. W of Boom Creek<br>Denton County<br>Description: Replace Existing Bridge and Approaches | 6A | 0.37M |
| 118.) | CSJ: 0816-02-054<br>FM455 0.151 mi. E of Hickory Creek<br>0.152 mi. W of Hickory Creek<br>Denton County<br>Description: Replace Existing Bridge and Approaches | 6A | 0.30M |
| 119.) | CSJ: 0817-01-019<br>FM 428 0.1 mi. W Mustang Creek<br>0.2 mi. E Mustang Creek<br>Denton County<br>Description: Reconstruct and Upgrade existing roadway | 9 | 0.15M |
| 120.) | CSJ: 0918-46-008<br>CS @ Dry Fork Hickory Cr, Branch of Dry Fork Hickory Cr & at Timber Cr.<br>Denton County<br>Description: Preliminary Engineering for Replacing Bridges and Approaches | 6B | 0.84M |
| 121.) | CSJ: 0918-46-023<br>CR On Old Alton Road at Loving BH<br>(Hickory Creek)<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 0.39M |
| 122.) | CSJ: 0918-46-043<br>CR @ Doe Branch, Parvin Rd.<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 0.47M |
| 123.) | CSJ: 1310-01-026<br>FM 407 IH 35W<br>FM 1830<br>Denton County<br>Description: Rehabilitate Roadway | 4F | 3.34M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, BUT WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 124.) | CSJ: 1310-01-027<br>FM 407 @ Denton Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 0.3M |
| 125.) | CSJ: 1311-01-034<br>FM 1171 US 377<br>Shiloh Road/McMakin Road<br>Denton County<br>Description: Rehabilitate Roadway | 4F | 4.0M |
| 126.) | CSJ: 1311-01-035<br>FM 1171 IH 35W<br>US 377<br>Denton County<br>Description: Grading, Structures and Surfacing | 4F | 1.66M |
| 127.) | CSJ: 1315-01-021<br>FM 1385 0.198 mi. S of Mustang Creek<br>0.2 mi. N of Mustang Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 0.43M |
| 128.) | CSJ: 1567-01-019<br>FM 720 @ S Cottonwood Branch<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 0.28M |
| 129.) | CSJ: 1567-01-021<br>FM 720 @ Harts Branch<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 0.28M |
| 130.) | CSJ: 1567-01-022<br>FM 720 @ Little Elm Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 3.25M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 131.) | CSJ: 1567-02-015<br>FM 423 S Junction of FM 720<br>0.7 mi. N of Stewart Creek<br>Denton County<br>Description: Resurface and Widen Roadway | 4F | 1.3M |
| 132.) | CSJ: 2054-01-010<br>FM 2164 @ Milam Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 0.41M |
| 133.) | CSJ: 2054-01-011<br>FM 2164 @ Clear Creek<br>Denton County<br>Description: Replace Bridge and Approaches | 6A | 2.0M |
| 134.) | CSJ: 2250-01-012<br>Lp 288 US 380<br>IH 35E<br>Denton County<br>Description: Widen to 6-Lane Divided Urban | 3A | 22.5M |
| 135.) | CSJ: 2250-01-017<br>Lp 288 Near Spencer Road<br>Denton State School Road @ IH 35E<br>Denton County<br>Description: New 4-Lane Urban Divided Convertible to 6-Lane Divided | 3FS | 16.0M |
| 136.) | CSJ: 2681-01-009<br>FM 2499 FM 407<br>FM 2181<br>Denton County<br>Description: Construct 2-Lane Rural Section | 12 | 8.5M |
| 137.) | CSJ: 3088-01-021<br>FM 3040 FM 2499<br>West City Limits of Lewisville<br>Denton County<br>Description: Rehabilitate Roadway | 4F | 1.26M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 138.) | CSJ: 3542-01-001<br>FM 3120 FM 423, 1.0 mi. S of FM 720, W& S Lake Lewisville St Park<br>Denton County<br>Description: Upgrade existing County Road | 8B | 2.62M |
| 139.) | CSJ: 8270-18-001<br>MH In Hebron & the Colony on Josey Lane From FM 544 to SH 121<br>Denton County<br>Description: Extend Josey Ln. On New Location as a 6-Lane Divided Urban Facility | 18 | 5.5M |
| 140.) | CSJ: 0092-01-042<br>SH 310 Overpass of US 175<br>Dallas County<br>Description: Replace Bridge and Approaches | 6A | 1.3M |
| 141.) | CSJ: 0092-02-090<br>IH 45 SH 310 Malloy Bridge Road<br>Dallas County<br>Description: Widen 4-Lane Rural Freeway to 6-Lane Urban Freeway | 12 | 46.63M |
| 142.) | CSJ: 0092-14-044<br>IH 45 IH 20 SH 310<br>Dallas County<br>Description: Widen 4-Lane Rural Freeway to 6-Lane Urban Freeway | 12 | 0.86M |
| 143.) | CSJ: 0197-02-072<br>US 175 @ Goff Branch (Eastbound Frontage Road)<br>Dallas County<br>Description: Replace Eastbound Frontage Road Bridge | 6A | 0.31M |
| 144.) | CSJ: 0581-01-093<br>Lp 12 @ Trinity River Relief<br>Dallas County<br>Description: Replace Bridge and Approaches | 6A | 1.6M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 145.) | CSJ: 0581-01-097<br>Lp 12 SH 78 Intersection<br>Dallas County<br>Description: Construction 6-Lane Divided Urban GRD SEP | 3FS | 3.2M |
| 146.) | CSJ: 2964-04-003<br>SH 190 W of Frankford Rd<br>Collin C\L (Phase 1)<br>Denton County<br>Description: Construct 4-Lane Freeway | 12 | 23.5M |
| 147.) | CSJ: 2964-05-003<br>SH 190 Denton C\L<br>Dallas N Tollway (Phase 1)<br>Collin County<br>Description: Construct 4-Lane Freeway | 12 | 13M |
| 148.) | CSJ: 0172-04-028<br>US 287 Proposed SH 360<br>W of Midlothian<br>Ellis County<br>Description: Widen to 4-Lane Divided Rural | 3A | 13M |
| 149.) | CSJ: 0172-04-029<br>US 287 W of Midlothian<br>Loop 489 SW of Midlothian ( Bypass)<br>Ellis County<br>Description: Construct 4-Lane Divided Rural Highway on New Location | 3A | 8.1M |

**PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98**

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 150.) | CSJ: 0172-05-071<br>US 287 Business US 67-Q SW of Midlothian<br>Existing US 287 (Midlothian Bypass)<br>Ellis County<br>Description: Construct 4-Lane Divided Rural Section on New Location | 3A | 11.6M |
| 151.) | CSJ: 0281-02-039<br>SH 78 E of Eubanks St in Wylie<br>SH 205<br>Collin County<br>Description: Widen to 4-Lane Divided ( Part Urban & Part Rural) | 3A | 13M |
| 152.) | CSJ: 0364-02-018<br>SH 121 Tarrant C\L<br>Denton C\L<br>Dallas County<br>Description: Widen to 4-Lane Divided Urban | 3C2 | 3.56M |
| 153.) | CSJ: 0009-05-010<br>SH 66 @ Sabine Creek<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.34M |
| 154.) | CSJ: 0047-04-018<br>SH 5 1.3 mi. S of SH 121<br>SH 121<br>Collin County<br>Description: Reconstruct Bridge and Resurface | 4F | 0.6M |
| 155.) | CSJ: 0047-05-040<br>SH 5 US 380, North<br>1.3 mi. S of SH 121<br>Collin County<br>Description: Reconstruct Bridges and Resurface | 4F | 2.4M |

## PROJECT WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 156.) | CSJ: 0047-05-041<br>SH 5 @ East Fork of Trinity River Relief<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.48M |
| 157.) | CSJ: 0047-05-043<br>SH 5 @ East Fork of Trinity River Relief<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.92M |
| 158.) | CSJ: 0047-06-089<br>US 75 0.1 mi. N of Bethany Rd.<br>S of SH 121<br>Collin County<br>Description: Rehabilitate Roadway and add Two Additional Lanes | 4F | 28.3M |
| 159.) | CSJ: 0047-06-097<br>US 75 0.1 mi. N of Bethany Rd.<br>S of SH 121<br>Collin County<br>Description: Add Two Additional Lanes | 12 | 11.7M |
| 160.) | CSJ: 0047-06-098<br>US 75 In Plano Between Parker Road<br>Spring Creek Parkway<br>Collin County<br>Description: Construct Southbound Exit Ramp | 16 | 0.51M |
| 161.) | CSJ: 0091-04-038<br>SH 289 @ Parvin Branch<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.17M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 162.) | CSJ: 0091-04-039<br>SH 289 @ Panther Creek<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.28M |
| 163.) | CSJ: 0091-04-040<br>SH 289 @ Panther Creek Relief<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.28M |
| 164.) | CSJ: 0091-05-038<br>SH 289 @ SH 121<br>Collin County<br>Description: Reconstruct Intersection | 4D | 1.3M |
| 165.) | CSJ: 0135-04-018<br>US 380 Princeton<br>W Side of Lake Lavon<br>Collin County<br>Description: Widen to 4-Lane Divided Rural | 3B | 7M |
| 166.) | CSJ: 0135-04-026<br>US 380 Overpass of SH 78<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.8M |
| 167.) | CSJ: 0135-12-020<br>FM 720 FM 2934<br>SH 289<br>Collin County<br>Description: Widen to 4-Lane Undivided Rural | 4E | 4.7M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 168.) | CSJ: 0387-05-012<br>FM 982 CR 400 S of US 380 in Princeton<br>CR 449 N of FM 3364 in Culleoka<br>Collin County<br>Description: Widen Reconstruct & Resurface | 7 | 0.95M |
| 169.) | CSJ: 0410-03-008<br>SH 160 SH 78 N<br>Grayson C\L<br>Collin County<br>Description: Construct New 2-Lane Highway | 9 | 0.11M |
| 170.) | CSJ: 0410-03-012<br>SH 160 SH 78, North<br>SH 121<br>Collin County<br>Description: Reconstruct and Widen Existing Roadway | 4F | 0.63M |
| 171.) | CSJ: 0619-03-034<br>FM 544 Los Rios<br>FM 2551<br>Collin County<br>Description: Widen to 6-Lane Divided Urban | 4E | 4.6M |
| 172.) | CSJ: 0619-03-037<br>FM 544 FM 2551<br>SH 1378<br>Collin County<br>Description: Widen to 6-Lane Divided Urban | 4D | 6.0M |
| 173.) | CSJ: 0816-05-012<br>FM 2862 @ Sister Grove Creek<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.38M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 174.) | CSJ: 0918-24-013<br>CR On CR 318 @ Sister Grove Creek<br>Collin County<br>Description: Replace Bridge | 6B | 0.23M |
| 175.) | CSJ: 1012-02-014<br>FM 545 @ Pilot Grove Relief<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.34M |
| 176.) | CSJ: 1012-02-016<br>FM 545 @ Pilot Grove Creek<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.17M |
| 177.) | CSJ: 1012-02-017<br>FM 545 @ Pilot Grove Creek Relief<br>Collin County<br>Description: Replace Bridge and Approaches | 6A | 0.17M |
| 178.) | CSJ: 2679-01-001<br>FM 2514 E City Limits of Plano (Cottonwood Creek) FM 2551<br>Collin County<br>Description: Widen to 4-Lane Divided Urban (Convertible to 6-Lane Divided Urban) | 4E | 6.9M |
| 179.) | CSJ: 8014-18-001<br>MH On Custer Road From Legacy Dr, N<br>FM 2170 in Plano<br>Collin County<br>Description: Widen 2-Lane Roadway to 6-Lane Urban | 4C | 5.6M |
| 180.) | CSJ: 2374-01-071<br>IH 635 E end CRI&P RR in Dallas, E W end GC&SF RR D/P<br>Dallas County<br>Description: High Occupancay Vehicle Study | FEAS | 0.92M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 181.) | CSJ: 0364-03-065<br>SH 121 FM 544<br>FM 423<br>Denton County<br>Description: Add 4-Lane Frwy to Prop 4-Lane Frontage Rd. | 4E | 5.2M |
| 182.) | CSJ: 0364-03-067<br>SH 121 Collin C\L<br>FM 423<br>Denton County<br>Description: Add 4-Lane Frwy to Proposed 4-Lane FRTG Rds. | 4E | 11.8M |
| 183.) | CSJ: 0364-03-070<br>SH 121 NR Denton Creek<br>FM 423<br>Denton County<br>Description: Add 4-Lane Frwy to Proposed 4-Lane Frontage Rds. | | 105M |
| 184.) | CSJ: 0092-06-072<br>IH 45 Ellis C\L<br>N end Mesquite Cr Br in Corsicana<br>Navarro County<br>Description: PE for Reconst Surf & STRS | 2 | 0.06M |
| 185.) | CSJ: 0092-06-075<br>IH 45 Ellis C\L, S<br>N of Chambers Creek<br>Navarro County<br>Description: Reconstruct and add 2 main Lanes | 3A | 38M |
| 186.) | CSJ: 0092-06-078<br>IH 45 N end Post Oak Creek Bridge<br>S end Mesquite Creek Bridge<br>Navarro County<br>Description: Reconstruct existing 4-Lane Freeway | 2 | 4.1M |
| 187.) | CSJ: 0093-01-060<br>IH 45 N end Mesquite Cr Br in Corsicana<br>SH 14 at Richland<br>Navarro County<br>Description: PE for Reconst Surf & Strs | 2 | 0.08M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 188.) | CSJ: 0093-01-069<br>IH 45 @ Int with US 287<br>Navarro County<br>Description: Purchase Material | 16 | 0.014M |
| 189.) | CSJ: 0121-05-031<br>SH 31 On 7th Ave @ SPT RR in Corsicana<br>(DOT #765 434B)<br>Navarro County<br>Description: Upgrade Flashing Light Signals | 9 | 0.09M |
| 190.) | CSJ: 0162-03-029<br>SH 31 Hill C\L<br>FM 55 N<br>Navarro County<br>Description: Construct 4-Lane Divided Highway From 2-Lane | 3B | 21.9M |
| 191.) | CSJ: 0162-04-034<br>SH 31 West of Corsicana<br>IH 45<br>Navarro County<br>Description: Construct 4-Lane Divided Rural Highway, New Location | 3A | 17M |
| 192.) | CSJ: 0166-01-038<br>IH 45 @ Rest Areas, 16 mi. S of Corsicana<br>Navarro County<br>Description: Rehabilitate Rest Area | 16 | 2.2M |
| 193.) | CSJ: 1050-01-014<br>FM 85 FM 1182<br>Navarro C\L<br>Ellis County<br>Description: Reconstruct and Widen Roadway | 4F | 1.22M |
| 194.) | CSJ: 1050-02-008<br>FM 85 Ellis C\L<br>FM 1129<br>Navarro County<br>Description: Reconstruct and Widen Roadway | 4F | 2.3M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 195.) | CSJ: 0353-05-083<br>SP 244 In Dallas on Northwest Highway<br>From Buckner Blvd. To Audelia Road<br>Dallas County<br>Description: Construct Interchange @ 2 Major Thoroughfares | 18 | 8.6M |
| 196.) | CSJ: 0364-02-017<br>SH 121 Tarrant C\L<br>Denton C\L NR Denton Creek<br>Dallas County<br>Description: Convert to 6-Lane Freeway with Frontage Roads & Interchanges | 3A | 16M |
| 197.) | CSJ: 0364-03-064<br>SH 121 Dallas C\L<br>NR Denton Crk<br>Denton County<br>Description: Convert 4-Ln Divided to 6-Ln Freeway with Frontage Roads | FEAS | 3M |
| 198.) | CSJ: 0451-01-032<br>SH 205 N of SH 66<br>SH 276<br>Rockwall County<br>Description: Widen 2-Lane to 6-Lane Urban Divided Highway | 4C | 7M |
| 199.) | CSJ: 0581-01-100<br>Lp 12 On Bruton Rd at Buckner Blvd<br>Dallas County<br>Description: N & S Bound Dual Left Turn Lns, W Bound Right Turn Lane | 5 | 0.1M |
| 200.) | CSJ: 0918-45-224<br>CS On Danieldale Road, Cockrell Hill<br>East C\L<br>Dallas County<br>Description: Widen 3-Lane Facility to 6-Lane Facility | 4C | 0.83M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 931/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 201.) | CSJ: 1068-04-092<br>IH 30 @ Chalk Hill Road<br>Dallas County<br>Description: Construct Ramps | 4C | 0.54M |
| 202.) | CSJ: 2374-03-043<br>IH 20 @ J. J. Lemmon<br>Dallas County<br>Description: Construct exit and Entrance Ramp | 3E | 0.55M |
| 203.) | CSJ: 2964-01-004<br>SH 161 IH 20<br>SP 303<br>Dallas County<br>Description: Construct 8-Lane Freeway with 6-Lane Frontage Road Section | 3A | 55M |
| 204.) | CSJ: 2964-01-009<br>SH 161 SP 303<br>IH 30<br>Dallas County<br>Description: Construct 8-Lane freeway with 6-Lane Frontage Roads Section | 3A | 54M |
| 205.) | CSJ: 2964-01-010<br>SH 161 IH 30<br>SH 183<br>Dallas County<br>Description: Construct 10-Lane Freeway with 6-Lane Frontage Road Section | 12 | 121M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 206.) | CSJ: 2964-01-013<br>SH 161 IH 20, N<br>IH 635<br>Dallas County<br>Description: Environmental Studies | | 0.06M |
| 207.) | CSJ: 8037-18-003<br>MH In Dallas on Luna Rd. From Northwest Highway to Royal Lane<br>Dallas County<br>Description: Reconstruct exist 2-Lane Rural Roadway to 6-Lane Divided Urban Facility | 18 | 8.3M |
| 208.) | CSJ: 8050-18-037<br>MH In Irving on Belt Line Rd. At Railtran<br>Dallas County<br>Description: Construct Grade Separation | 17 | 5.14M |
| 209.) | CSJ: 8236-18-001<br>MH On Southwest Parkway From Clark Rd. Joe Wilson Rd.<br>Dallas County<br>Description: Construct 6-Lane Divided and Urban Facility on New Location | 18 | 8M |
| 210.) | CSJ: 8249-18-001<br>MH On Clark Rd. FR 0.2 mi. S of Danieldale Rd. Southwest PKWY<br>Dallas County<br>Description: Construct 6-Lane Divided and Urban Facility | 18 | 1M |
| 211.) | CSJ: 8334-18-001<br>MH On Joe Wilson Rd. FR Southwest PKWY US 67<br>Dallas County<br>Description: Construct 6-Lane Divided and Urban Facility | 18 | 1.5M |
| 212.) | CSJ: 0442-02-087<br>IH 35E Near Parkerville Rd.<br>IH 20<br>Dallas County<br>Description: Widen FR 4 to 6-Lanes & 4 to 8-Lanes & 4 to 10-Lanes, Noise Wall | 3A | 40.53M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 213.) | CSJ: 0009-04-045<br>SH 66 FM 1141 in Rockwall<br>FM 548 in Royse City<br>Rockwall County<br>Description: Replace Bridges | 11 | 0.65M |
| 214.) | CSJ: 1567-02-014<br>FM 423 S of Stewart Creek<br>N of North Colony Blvd.<br>Denton County<br>Description: Reconstruct existing 2-lane Roadway to 4-Lanes with 14 foot Median | 11 | 1.2M |
| 215.) | CSJ: 0048-01-035<br>SH 342 In Dallas on Corinth Street (SH 342)<br>From 8th Street to Industrial Blvd.<br>Dallas County<br>Description: Widen Trinity River Bridge | 18 | 13M |
| 216.) | CSJ: 0091-06-033<br>SH 289 @ Cambell Rd<br>Dallas County<br>Description: Intersection Improvement | 5 | 3.1M |
| 217.) | CSJ: 0197-01-010<br>SH 352 Second Ave<br>Haskell Ave in Dallas<br>Dallas County<br>Description: Reconstruct Intersection | 17 | 4M |
| 218.) | CSJ: 0353-04-060<br>SP 348 Luna Rd.<br>Buckner Blvd<br>Dallas County<br>Description: Study to Increase Capacity | 3FS | 6.8M |
| 219.) | CSJ: 0353-05-082<br>Lp 12 In Dallas on Lp 12 From IH 35E<br>Skillman Ave<br>Dallas County<br>Description: Intersection Capacity Improvements | 18 | 8M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 220.) | CSJ: 0353-05-084<br>Lp 12 Buckner Blvd.<br>Skillman Ave.<br>Dallas County<br>Description: Widen 6-Lane Divided Urban to 8-Lane Divided Urban | 4C | 0.3M |
| 221.) | CSJ: 0353-05-087<br>SP 244 Loop 12<br>SH 78<br>Dallas County<br>Description: Widen 6-Lane Divided Urban to 8-Lane Divided Urban | 3FS | 4.3M |
| 222.) | CSJ: 0353-05-088<br>Lp12 SH 114<br>IH 635<br>Dallas County<br>Description: Intersection Improvement | 5 | 0.6M |
| 223.) | CSJ: 1014-03-039<br>FM 740 FM 3097<br>FM 1140<br>Rockwall County<br>Description: Widen 2-Lanes to 4-Lanes Divided | 4C | 1.0M |
| 224.) | CSJ: 1290-02-017<br>SH 276 SH 205<br>FM 549<br>Rockwall County<br>Description: Widen 2-Lane to 4-Lane Divided Rural | 4C | 2.25M |
| 225.) | CSJ: 8037-18-006<br>MH In Farmers Branch on Luna Road From<br>IH 635 to Royal Lane<br>Dallas County<br>Description: Widen and Reconstruct From an Existing 2-Lane to a 6-Lane Divided Urban Facility | 17 | 2.15M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 226.) | CSJ: 8050-18-027<br>MH In Grand Praire & Irving on Belt Line Road From IH 30 To Rock Island Road<br>Dallas County<br>Description: Reconstruct Existing 4-Lane Divided Rural Roadway to 6-Lane Divided Urban Facility | 18 | 13.4M |
| 227.) | CSJ: 8050-18-028<br>MH In Lancaster on Beltline Road From IH 35E to Blue Grove Road<br>Dallas County<br>Description: Reconstruct Existing 2-Lane Rural Roadway to 4-Lane Divided Urban Facility | 18 | 5.7M |
| 228.) | CSJ: 8075-18-006<br>MH On Spring Valley/Centennial From W of Sherman to E of Grove/Audelia<br>Dallas County<br>Description: Widen Roadway and Improve the Intersection | 4C | 1.14M |
| 229.) | CSJ: 0009-02-040<br>SH 78 In Garland From IH 635 Forest Lane<br>Dallas County<br>Description: Traffic Signals | 17 | 2.38M |
| 230.) | CSJ: 0091-05-034<br>SH 289 @ Plano Pkwy.<br>Collin County<br>Description: Construct Grade Separation (6-Ln Urban Divided) | 3A | 6M |
| 231.) | CSJ: 0091-05-037<br>SH 289 @ Frankford Road<br>Collin County<br>Description: Construct 6-Lane Divided Urban Grade Separation | 3A | 6M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 232.) | CSJ: 0092-02-104<br>SH 310 Overton Rd<br>Lp 12<br>Dallas County<br>Description: Widen 4-Lane to 6-Lane Facility | 17 | 8M |
| 233.) | CSJ: 0173-03-015<br>SH 34 S of Kaufman near Kings Creek<br>0.5 mi NE of SH 243<br>Kaufman County<br>Description: Study to Increase Capacity | FEAS | 7.6M |
| 234.) | CSJ: 0353-04-069<br>SP 348 On Luna Rd. @ Northwest Hwy in Dallas<br>Dallas County<br>Description: Intersection Improvement | 17 | 2.7M |
| 235) | CSJ: 0353-05-089<br>SP 244 Northwest Highway @ Plano Rd.<br>Dallas County<br>Description: Add Turn Lanes and Traffic Signal Improvement | 5 | 0.63M |
| 236) | CSJ: 0353-05-090<br>SP 244 On Northwest Hwy @ Jupiter in Dallas<br>Dallas County<br>Description: Dual Left Turn Lanes on All Approaches | 5 | 0.63M |
| 237) | CSJ: 0918-45-168<br>CR Trinity River<br>Dallas County<br>Description: Replace Bridge and Approaches | 6B | 3.8M |
| 238.) | CSJ: 0918-45-269<br>CS On Inwood @ Mockingbird<br>Dallas County<br>Description: Add Turn Lanes and Traffic Signal Improvements | 5 | 1M |
| 239.) | CSJ: 0918-45-270<br>CS On Airdome @ Lemmon Avenue<br>Dallas County<br>Description: Intersection Improvement (PASS) | 5 | 0.24M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 240.) | CSJ: 0918-45-271<br>CS On Lemmon Ave, Inwood Rd.<br>Oak Lawn<br>Dallas County<br>Description: Northbound Dual Left Turn Lane | 5 | 0.63M |
| 241.) | CSJ: 0918-45-272<br>MH On Lemmon Ave From Bluffview<br>Airdome<br>Dallas County<br>Description: Widen Northbound and Southbound Lanes | 4C | 0.9M |
| 242.) | CSJ: 8050-18-032<br>MH In Balch Springs & Mesquite on Belt<br>Line Rd. FR Lake June Rd. To Bruton Rd.<br>Dallas County<br>Description: Reconstruct Existing 2-Lane Rural Roadway to 6-Lane Divided Urban Facility | 18 | 2.6M |
| 243.) | CSJ: 8050-18-035<br>MH In Carrollton on Belt Line Road From<br>IH 35E to Metrocrest Drive<br>Dallas County<br>Description: Widen Lanes to 12 Ft. Straighten Curb Lines and Adjust Median Openings | 17 | 10M |
| 244.) | CSJ: 8050-18-036<br>MH In Garland on Belt Line Road From the<br>South City Limits to IH 30 N Service Rd.<br>Dallas County<br>Description: Trffic Signals and Intersection Improvement | 5 | 0.4M |
| 245.) | CSJ: 8078-18-010<br>MH In Garland on Forest Lane From Plano<br>Road to Garland Road<br>Dallas County<br>Description: Traffic Signals and Intersection Improvement | 5 | 0.7M |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 246.) | CSJ: 8245-18-001<br>MH In Balch Springs & Dallas Co. On Lake June Rd.<br>From Balch Springs Rd. To Belt Line<br>Dallas County<br>Description: Reconstruct Existing 2-Lane Rural Roadway to 6-Lane Divided Urban Facility | 18 | 2.6M |
| 247.) | CSJ: 0081-05-032<br>FM 428 From 2.2 mi. W. Aubrey C/L<br>To FM 3524<br>Denton County<br>Description: Widen existing roadway | 4F | 1.35M |
| 248.) | CSJ: 0817-01-017<br>FM 428 From FM 3524<br>To US 377<br>Denton County<br>Description: Widen existing roadway | 4F | 390,000 |
| 249.) | CSJ: 0918-46-026<br>CR Sam Lee @ Denton Creek<br>Denton County<br>Description: | 6B | 180,000 |
| 250.) | CSJ: 0918-46-042<br>CR Mustang @ Pecan Creek<br>Denton County<br>Description: | 6B | 245,000 |
| 251.) | CSJ: 0918-46-043<br>Parvin @ Doe Br.<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 470,000 |
| 252.) | CSJ: 0918-46-044<br>Moberly @ Little Elm<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 425,000 |

## PROJECTS WHICH COULD RECEIVE ENVIRONMENTAL CLEARANCE BY 9/31/96, AND WILL NOT BE LET BY 9/31/98

| | Project | Category | Estimated Const. Cost |
|---|---|---|---|
| 253.) | CSJ: 0918-46-060<br>CR From Near Hickory St.<br>To Swisher Rd.<br>Denton County<br>Description: Restore existing trestles | 4B | 435,000 |
| 254.) | CSJ: 0918-46-917<br>CR Tom Cole @ N. Hickory<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 146,220 |
| 255.) | CSJ: 0918-46-919<br>CR Freeman @ N. Hickory<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 118,620 |
| 256.) | CSJ: 0918-46-920<br>CR Gregory @ Duck Creek<br>Denton County<br>Description: Replace Bridge and approaches | 6B | 91,000 |
| 257.) | CSJ: 0918-46-921<br>CR From Jim Christal @ Dry Fork<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 118,620 |
| 258.) | CSJ: 0918-46-935<br>CR From Jim Christal at N. Hickory<br>Denton County<br>Description: Replace Bridge and Approaches | 6B | 201,340 |
| 259.) | CSJ: 1311-01-031<br>FM 1171 From Shiloh Road<br>To FM 2499<br>Denton County<br>Description: Widen existing roadway | 4F | 2.7M |

APPENDIX D

# THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' TRANSPORTATION PUBLIC INVOLVEMENT PROCESS (Effective June 1, 1994)

## *THE NEED FOR PUBLIC INVOLVEMENT*

Transportation has been one of the most dominant influences over the development of modern society. It influences our lives on a daily basis. Our choices of where to live and work, and our recreational and social activities are all based to some degree on the characteristics of our transportation system. Over the past century, little has impacted many of the social and economic phenomena of our region as our transportation system has. Certainly, the decision-making process concerning this system which affects the lives of million of people on a daily basis, warrants the input of the audience it is designed to help–the public. To effectively plan for and implement transportation projects which meet the needs and desires of its users, the users must participate in every step of the process.

For many years, the public has only been involved in the decision-making process for major transportation projects as implementation was near or when formal public hearings were held as a result of environmental regulations. As a result, many projects have been needlessly delayed or stopped altogether, due to legal action taken by citizen and business groups.

## *PUBLIC INVOLVEMENT REQUIREMENTS*

Prior to passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), there were no formal public involvement procedures for metropolitan transportation planning. However, all technical committee meetings and Regional Transportation Council meetings were open to the public, and meeting notices were mailed to several hundred interested parties. A concerted effort to contact private sector and government interests was achieved. In addition, local government hearings were held prior to the adoption of the Regional Transportation Plan and Transportation Involvement Program (TIP).

With the passage of ISTEA in 1991, came requirements for public involvement as part of the metropolitan transportation planning process. Specifically, ISTEA requires that "...each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment..." on the transportation plan and TIP. When the final rules for metropolitan transportation planning were issued, they contained additional guidelines in 23 CFR 450.316(b)(1). Eleven requirements are specified and are summarized in Appendix A, along with NCTCOG's response as to how the requirement will be met.

## *PUBLIC INVOLVEMENT COMPONENTS*

In response to the requirements of ISTEA and the final metropolitan transportation rules, NCTCOG has developed a public involvement process which include five components as described below:

***Regular public meetings*** which will occur prior to RTC approval of the TIP, the Regional Transportation Plan, and the Unified Planning Work Program (UPWP).

***Supplemental public meetings*** which will occur prior to major TIP, UPWP, and Transportation Plan amendments.

***Open meetings*** of NCTCOG's Regional Transportation Council (RTC), Surface Transportation Technical Committee (STTC), Travel Demand Management Committee (TDMC), the Transportation Providers and Users Task Force (TPUTF) and the Bicycle/Pedestrian Task Force.

***NCTCOG's Government Applications Review Committee Meetings*** (GARC) which provide a forum for the review of applications for various federal and State programs as part of the Texas Review and Comment System (TRACS).

***Additional public information*** is available on a day-to-day basis through NCTCOG's Transportation Department and Public Affairs Department.

The following table contains details concerning each component of the public involvement process:

| PUBLIC INVOLVEMENT COMPONENT | MEETING DATE | COMMENT PERIOD | ADDITIONAL COMMENTS |
|---|---|---|---|
| **Public Meetings** | | | All public comments received on the TIP and Transportation Plan will be included in the documentation of the TIP and Transportation Plan.<br><br>Whenever possible, all public meetings will be held concurrently as separate agenda items in the same meeting.<br><br>Whenever possible, the Texas Department of Transportation's public meetings on the Project Development Plan will be held in conjunction with one of these meetings, most likely the TIP meeting.<br><br>Each round of public meetings will consist of a series of three meetings at various locations around the region.<br><br>A summary of all public comments, oral and written, will be provided to the RTC and technical committees. |
| Transportation Improvement Program (including Air Quality Conformity) | At least 30 days prior to RTC approval | 10 days | |
| Regional Transportation Plan (including Air Quality Conformity) | At least 90 and 30 days prior to RTC approval | 10 days following each | |
| Unified Planning Work Program | Annually, in conjunction with one of the meetings above, at least 30 days prior to RTC approval | 10 days | |
| Public Involvement Process | Annually, in conjunction with one of the meetings above (if changes reducing public involvement are proposed), at least 30 days prior to RTC approval | 45 days | |

| PUBLIC INVOLVEMENT COMPONENT | MEETING DATE | COMMENT PERIOD | ADDITIONAL COMMENTS |
|---|---|---|---|
| **Supplemental Public Meetings**<br><br>Major TIP Amendments | 15-30 days prior to RTC approval | 10 days | Supplemental public meetings will only be held when necessary.<br><br>Major TIP amendments include those which are not covered by the RTC's administrative amendment policy (see Appendix B).<br><br>A single, centrally located meeting will be held. |
| Regional Transportation Plan Amendments | 15-30 days prior to RTC approval | 10 days | |
| Unified Planning Work Program Amendments | 15-30 days prior to RTC approval | 10 days | |
| **Open Meetings**<br><br>Regional Transportation Council | Regular meeting on second Thursday of each month | N/A | Administrative amendments to the TIP and other items not specifically requiring public involvement will be presented and discussed at the RTC and technical committee meetings. |
| Surface Transportation Technical Committee | Regular meeting on fourth Friday of each month | N/A | |
| Travel Demand Management Committee | Regular meeting on third Wednesday of each month | N/A | |
| Transportation Providers and Users Task Force | Regular meeting scheduled to be determined | N/A | A portion of the TPUTF will be dedicated to public involvement<br><br>TPUTF minutes will be provided to RTC, STTC, and TDMC for review and consideration. |
| Bicycle/Pedestrian Task Force | Regular meeting on last Wednesday of each month | N/A | |
| **Government Applications Review Committee Meetings** | Regular meeting on second Friday of each month | N/A | Various federal and State programs are reviewed for regional consistency under the Texas Review and Comment System. |

| PUBLIC INVOLVEMENT COMPONENT | MEETING DATE | COMMENT PERIOD | ADDITIONAL COMMENTS |
|---|---|---|---|
| **Additional Public Information** | | | |
| Technical Assistance | Provided daily | N/A | All requests for technical assistance and presentations should be coordinated through NCTCOG staff. |
| Staff Presentations | As requested | N/A | |
| Publications | | | Publications are available by contacting NCTCOG's Public Affairs Department |
| *Local Motion, Your Region* | Published monthly | N/A | |
| Transportation Annual Report | Published periodically | N/A | |
| Technical and Final Reports | Published periodically | N/A | |
| *All-Ways Update* | Published Quarterly | N/A | |
| *Inside Environmental Resources* | Published monthly | N/A | |

***NOTIFICATION OF PUBLIC INVOLVEMENT ACTIVITIES***

All public meeting notices will be sent to selected newspapers, as necessary to ensure regional coverage, local public entities, chambers of commerce (including minority chambers), and the Texas Register. In addition, NCTCOG will maintain a comprehensive mailing list containing the names of individuals and organizations who wish to be contacted prior to all public meetings. To be included on the mailing list, please submit the attached **Public Notification** form.

For additional information on the North Central Texas Council of Governments' Transportation Public Involvement Process, contact NCTCOG's Transportation Department

North Central Texas Council of Governments
P. O. Box 5888
Arlington, Texas 76005-5888

(817) 695-9240 metro
FAX (817) 640-3028 metro

**PUBLIC NOTIFICATION**
**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**
**TRANSPORTATION DEPARTMENT**

**Please add my name to the Public Notification list:**

Name: _____

Title: _____

Agency: _____

Address: _____

_____

Phone: _____

Please mail or fax to:

Transportation Department
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888
Fax (817) 640-3028

## Appendix A
## Summary of Public Involvement Requirements
## 23 CFR 450.316 (b)(1)

| REQUIREMENT | NCTCOG RESPONSE |
|---|---|
| (i) Development of Public Involvement Process | Three public meetings to be held January 31 February 1, and February 2, 1994 with a 45-day written comment period following the final public meeting. |
| (ii) Provide timely information on transportation issues | Information will be disseminated through NCTCOG's publications, reports, regular public meetings, supplemental public meetings, and open meetings. |
| (iii) Provide reasonable public access to technical and policy information | Public and open meetings are held by the Regional Transportation Council, Surface Transportation Technical Committee, Travel Demand Management Committee, Transportation Providers and Users Task Force, and the Government Applications Review Committee; other technical assistance is provided as requested. |
| (iv) Facilitate public involvement in development of Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) | Public meetings will be held during development of the TIP and RTP as well as upon proposal of any major amendments to these documents. |
| (v) Public comments to be considered as an integral part of planning process | All public comments will be reviewed and considered by the RTC and Technical Committees. |
| (vi) Seek out and consider needs of the historically underserved | A comprehensive mailing list will be developed and maintained. Inclusion on mailing list will be by written request. A Transportation Providers and Users Task Force will be created. |
| (vii)Public comments will be part of the final RTP and TIP | Public comments received on the TIP and the RTP shall be included in documentation of the TIP and the RTP. |
| (viii) Revisions to the TIP or RTP based on public comments will be made available to the public | If the TIP or RTP requires revisions, an additional public meeting will be scheduled. |
| (ix) Review of Public Involvement Process (PIP) | NCTCOG will review its PIP annually in conjunction with RTP and TIP meetings. If modified in a more restrictive fashion, a 45-day comment period will be held following the meeting. |
| (x) Federal Highway Administration/Federal Transit Administration review of Public Involvement Process | NCTCOG's PIP will be transmitted to FHWA and FTA and published as part of the RTP and the TIP. Minutes, comments, and responses of all public meetings will be transmitted to the appropriate FHWA and FTA officials. |
| (xi) Coordination with Statewide Public Involvement Process | Whenever possible, public meetings will be coordinated with the Texas Department of Transportation's Project Development Plan process. |

## APPENDIX B
## Transportation Improvement Program
## Administrative Amendment Policy

The 1994 Transportation Improvement Program list of projects is constrained against available resources for each of the nine years of the Program. Therefore, all projects in Year 1 are of equal high priority. Since the Program is balanced to available resources, cost overruns would result in the potential of high priority projects being delayed into Year 2. Several other types of actions result in the need to have a dynamic TIP monitoring program. Such items as cost underruns, local governments unable to meet local match requirements, lawsuits, delays in right-of-way or utility clearances, and local governments not endorsing either federal environmental or State design requirements and wishing to pursue the project with local funds are additional examples of potential changes that could occur as a result of TIP implementation.

The current policy of the RTC is higher scored projects will be implemented first only if early construction is feasible and funding caps are not violated. Therefore, changes listed above could lead to projects being expedited or delayed. Diligent monitoring with frequent regular briefings to the Regional Transportation Council is essential. The following RTC policy permits administrative amendments by the NCTCOG Director of Transportation between regularly scheduled RTC meetings:

Project included in the first three years of the TIP Roadway Section and Transit Section may be amended by the RTC at any time. Revisions are usually first submitted for review by the Surface Transportation Technical Committee or the Travel Demand Management Committee. The Technical Committees recommend a position on each revision to the RTC and the Government Applications Review Committee. The RTC acts on the Committees' recommendations. GARC considers the Technical Committee recommendations and recommends action for the NCTCOG Executive Board.

An amendment can be submitted directly to the RTC to preclude the normal review processing sequence if rapid turnaround is important. If the project is approved by the RTC, it is submitted to GARC for TRACS review and then to the Executive Board for final action.

The TIP is intended to be a current and accurate listing of transportation projects proposed for federal funding. This document is using by federal agencies to assure that local governments support projects for which federal funding has been requested. Timely revisions to the TIP are important to avoid funding delays. The RTC has endorsed the following administrative amendment policy.

Administrative amendments are permitted:

- For up to 20 percent of any project up to $3,000,000 and
- For up to 15 percent of any project over $3,000,000.

Administrative amendments would not be permitted in the following situations:

- Adding a previously unprogrammed project
- Completely eliminating or deleting a project
- Substantially changing the nature of a project

It may be necessary to change the priority of a project under cost overrun conditions. However, federal law only allows priorities to change during the course of the fiscal year for projects listed in the first three years of the TIP. Furthermore, TxDOT would first permit higher spending for the MPO from TxDOT funding caps. All efforts would be made to fund any cost overruns through existing TIP surplus before delaying other projects. Both STTC and the RTC would be notified of an administration amendment at their next meeting.

# APPENDIX E

## PUBLIC MEETINGS ON THE 1996 TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY CONFORMITY ANALYSIS

Public meetings were held by the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) in the DeSoto City Council Chambers on Wednesday, July 26, 1995 at 9:30 a.m. with 52 attendees; in the Richardson City Council Chambers on Thursday, July 27, 1995, at 4 p.m. with 30 attendees; and at the North Central Texas Council of Governments offices on Monday, July 31, 1995, at 1:30 p.m. with 42 attendees. These three public meetings were held in accordance with the NCTCOG Transportation Public Involvement Procedures which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy body for the Metropolitan Planning Organization (MPO). The public meetings covered the development process for the 1996 Transportation Improvement Program (TIP) and air quality conformity analysis.

The development process for the 1996 TIP was summarized at all three meetings by Michael Morris, Director of Transportation, NCTCOG, and the air quality conformity analysis by Everett Bacon, Principal Transportation Planner, NCTCOG. An overview of the TxDOT role in this process was presented to the Eastern Subregion by John Blain, Director of Transportation Planning and Development, TxDOT Dallas District, and to the Western Subregion by Rondell Fagan, Director of Transportation Planning and Development, TxDOT Fort Worth District. The Eastern Subregion is comprised of Collin, Dallas, Denton, and Rockwall Counties, and portions of Ellis and Kaufman Counties. The Western Subregion is made up of Tarrant County and portions of Parker and Johnson Counties. Projects programmed in the Eastern Subregion were discussed at the meetings held in DeSoto and Richardson, and projects programmed in the Western Subregion were discussed at the meeting held at the NCTCOG offices. Comments were solicited from those present at the public meetings who wished to speak for the record and any other citizens who wished to submit comments in writing during the ten-day period ending August 10, 1995.

NCTCOG, as the MPO for the Dallas-Fort Worth Metropolitan Area and the Denton and Lewisville Urbanized Areas, is required to develop and maintain a Transportation Improvement Program on an annual basis. This process is conducted in close cooperation with the Texas Department of Transportation, local governments, and the transit authorities. The TIP is a staged, multiyear listing of transportation projects scheduled for implementation by federal, State, and local sources. Projects to be implemented with federal and State funds represent a prioritization of projects in the Regional Transportation Plan. In addition to producing this document, NCTCOG has the responsibility of selecting projects in several transportation programs. The Regional Transportation Council is the NCTCOG transportation policy body that selects projects for: the Surface Transportation Program--Metropolitan Mobility (STP-MM), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Urban Street Program, and the Transit Section 9 Program. TxDOT selects the projects in the remaining federal and State funding programs of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Regionally significant, locally funded transportation projects will be inventoried in the TIP as well.

Michael summarized the only new Call for Projects being solicited for the 1996 TIP for funding through the Urban Street Program, a program recently established by the State for urbanized areas with populations over 50,000 to reconstruct urban arterial streets that feed the State highway system. The Texas Transportation Commission has allocated $5,293,080 to the Dallas-Fort Worth region. Separate allocations have been established for the Denton and Lewisville Urbanized Areas and for the Eastern and Western Subregions of the Dallas-Fort Worth Metropolitan Area. The State has assigned project selection authority for this program to the Regional Transportation Council, and the RTC has established project selection criteria and procedures for the program. Projects to be submitted for funding consideration under the Urban Street Program are due to NCTCOG by noon, Friday, September 1, 1995. Those projects selected for funding will be included in the 1996 TIP. Michael also reviewed the status of the other programs for which the RTC has project selection authority. The STP-MM, CMAQ, and Transit Section 9 Programs are fully funded at this time with no Call for Projects anticipated in the near future. Because of an unanticipated slowdown in transportation funding at the State level, a significant effort will be necessary to reprioritize and program committed projects in both the STP-MM and CMAQ programs in the Eastern Subregion. In the Western Subregion, both programs remained on schedule in FY95, and those projects currently programmed will only need to be reviewed for contract readiness. Further information on this reprogramming will be presented at the second round of public meetings to be held in August. Work is also underway to provide maps of the programmed transportation projects to further enhance the public involvement process.

John Blain and Rondell Fagan presented an overview of TxDOT's project development process and status reports on the draft 1996 TIP for their respective districts. The Texas Department of Transportation utilizes the Project Development Plan (PDP) to stage projects in preparation for later construction. For projects included in the PDP to be constructed, they must have Texas Transportation Commission authorization to advance to the construction phase and become eligible for apportionment and obligation authority. TxDOT selects projects from the PDP for inclusion in the TIP based on funding availability and the stage of project preparation. TxDOT works with projects funded through more than 20 categories. Each category has its own unique funding mechanism and funding formula. Project programming for some categories are conducted by the Texas Transportation Commission on a Statewide basis, and projects for other categories are selected by the District offices on a local level. The programs selected by the Metropolitan Planning Organization are identified above. Funds are apportioned to each category on an annual basis. The requirements of fiscal constraint were emphasized.

Everett Bacon provided an overview of the air quality conformity analysis required for the Dallas-Fort Worth Metropolitan Area in conjunction with development of the Transportation Improvement Program. This requirement is a result of the nonattainment status of the region for ozone. He emphasized the importance of timely implementation of the transportation control measures (TCMs) committed to in the State Implementation Plan (SIP), most of which are funded through CMAQ. The State Implementation Plan is a legally binding document which outlines the strategy for the nonattainment areas to come into attainment and meet the requirements of the Clean Air Act Amendments of 1990. The air quality conformity analysis acts as an enforcement mechanism to ensure that the transportation improvements programmed in the TIP are consistent with the objectives of the SIP and Clean Air Act. If these commitments are not met, the region risks sanctions on transportation funds as outlined in the Clean Air Act Amendments of 1990. In addition, the Texas Natural Resource Conservation Commission can fine NCTCOG for nonimplementation of the commitments

contained in the SIP. This makes the programming of the 1996 TIP especially significant as the deadline for attainment of the ozone standard in the Dallas-Fort Worth region is the end of 1996. Everett outlined the tests to be performed as part of the conformity analysis with results to be presented at a later public meeting upon completion of reprogramming of the TIP.

The comments received from the public meetings will be presented to the NCTCOG Regional Transportation Council and to the Texas Transportation Commission for their consideration in further reprogramming and refinement of projects for inclusion in the final 1996 Transportation Improvement Program. These comments will be submitted to the Texas Transportation Commission regarding the revision of TxDOT's Project Development Plan being considered in August.

Three additional public meetings will be held on August 23 and 24, 1995, to provide further status reports to the public and receive additional input. The Regional Transportation Council is anticipated to take action on the final 1996 TIP in September with the Texas Transportation Commission scheduled to approve the Statewide Transportation Improvement Program in November.

Comments submitted at the public meetings were as follows:

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| **PUBLIC MEETING—JULY 26, 1995, IN THE DESOTO CITY COUNCIL CHAMBERS** | | |
| Richard Rozier, Mayor | City of DeSoto | Expressed concerns regarding north/south equity of transportation improvements in the Dallas area; concerned with delays of improvements on I.H. 35E from Parkerville Road to I.H. 20 and requested that the project be expedited; requested expedited widening of F.M. 1382 from Belt Line Road to U.S. 67 |
| Chris Rose, Mayor | City of Cedar Hill | Read a letter addressed to David Laney, Chairman of the Texas Transportation Commission, into the record expressing concerns regarding north/south equity of transportation improvements in the Dallas area (The details of that letter are summarized in the written comments outlined below.); requested that consideration be given to suballocating transportation improvement funds on a geographical basis |
| Scott Armey, Commissioner | Denton County | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP; submitted a corresponding Denton County resolution to the record |
| Lois Cathey, Mayor Pro Tem | City of Duncanville | Expressed concerns regarding north/south equity of transportation improvements in the Dallas area; also concerned with lack of service roads on I.H. 20 in Duncanville and requested that this be addressed |
| G. L. "Jerry" Hill, Councilmember | City of Duncanville | Endorsed the concerns previously expressed regarding the north/south equity of transportation improvements in the Dallas area; concerned with lack of service roads on I.H. 20 in Duncanville |

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| Grady Smithey, Chairman | Southwest Dallas County Transportation Committee | Expressed significant concerns with the programming of TxDOT-selected projects in the draft 1996 TIP and with lack of projects programmed in the southern portion of the Dallas area; particularly concerned with delay of improvements to I.H. 35E through south Dallas County which is anticipated to receive a significant increase of truck traffic as a result of NAFTA; also concerned with delay of improvements to U.S. 67 (requested a permanent HOV lane vs. a reversible lane); project engineering delays were discussed; submitted a letter into the record expressing concerns regarding north/south equity of transportation improvements in the Dallas area (The details of that letter are summarized in the written comments outlined below.) |
| Craig Henderson, Chairman of the Board | DeSoto Chamber of Commerce | Expressed concerns regarding transportation improvement delays in the I.H. 35E, I.H. 20, I.H. 45, and U.S. 67 corridors and the affect on economic development; also raised concerns with regard to proposal by Collin and Denton Counties to be excluded from the Dallas-Fort Worth nonattainment area |
| Dean Pauley, President | DeSoto Economic Development Corporation | Stated that I.H. 35E and I.H. 20 corridors were a major concern with regard to economic development in DeSoto; requested that particular consideration be given to expediting intersection and signal improvements in the TIP due to inadequate access to I.H. 35E within the cities of DeSoto, Duncanville, and Cedar Hill |
| Thomas P. Rozier, Chairman | DeSoto Economic Development Corporation | Expressed concerns regarding north/south equity of transportation improvements in the Dallas area; concerned that Houston continues to receive more funding than Dallas-Fort Worth area |
| Ron Holifield, City Manager | City of DeSoto | Expressed concerns regarding north/south equity of transportation improvements in the Dallas area; also urged strong leadership role in regards to NAFTA-related improvements with special attention to I.H. 35 corridor and requested improvements be scheduled for 1998; requested a matrix that provides correlation of highway funding over the last five years with the residence locations of members of DRMC, the RTC, and key TxDOT & NCTCOG staff by person; requested information concerning the funding impacts to the remainder of the region should Collin and Denton Counties be deleted from the nonattainment area |
| Ken Murchison, property owner | Dallas | Chose not to speak |
| Constance Smith, Coordinator for the Office of Senior Affairs | City of Dallas | Requested that elderly transportation concerns be addressed in the Dallas area with programs needed such as those provided by SPAN in the Denton area |
| Sandy Cash, Deputy City Manager | City of Irving | Requested that S.H. 161/S.H. 183 interchange be included in the 1996 TIP for contract letting in late fall 1996; significant land contributions already committed in Irving |
| Don Summers, Grant Administrator | City of Lancaster | Chose not to speak |

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| Richard Larkins, Director of Transportation | City of Grand Prairie | Commended the efforts of NCTCOG, the RTC, and TxDOT with regards to public involvement and solicitation of input early in the TIP development process; requested that two Principal Arterial Street System (PASS) projects be included in the 1996 TIP: Belt Line Road overpass @ RAILTRAN and Belt Line Road from I.H. 30 to Rock Island Road; these are particularly important with race track expected to open in December 1996 and impact on economic development; also requested that the extension of S.H. 360 South be included in the 1996 TIP; expressed appreciation for funding of F.M. 1382 |
| John Polster, Consultant | Innovative Transportation Strategies | Outlined the objectives of the I.H. 35 Corridor Coalition formed in response to NAFTA: 1) urging that I.H. 35 from Laredo, Texas, to Duluth, Minnesota, receive high priority corridor designation in National Highway System being considered by Congress and 2) attempting to amend ISTEA reauthorization legislation to include funding for international highways; stated that data already indicates increased truck travel has occurred earlier than anticipated; expressed appreciation on behalf of Denton County for financial support of S.H. 121 Bypass that was included in draft 1996 TIP; also commented for Collin and Denton Counties that emissions testing should not be required in those two counties as part of the Dallas-Fort Worth ozone nonattainment control strategy |
| Major Pittman, Manager | Lone Star Gas | Chose not to speak |
| **PUBLIC MEETING—JULY 27, 1995 IN THE RICHARDSON CITY COUNCIL CHAMBERS** | | |
| John Murphy, Mayor Pro Tem | City of Richardson | Requested inclusion of the U.S. 75/Spring Valley interchange in the 1996 TIP |
| James Muns, Mayor | City of Plano | Requested inclusion of S.H. 289 (Preston Road)/F.M. 544 (Park Blvd.) grade separation in the 1996 TIP |
| Joe Farmer, Mayor | City of Allen | Expressed appreciation for funding support and appropriate staging of improvements to U.S. 75 from Bethany to S.H. 121 in draft 1996 TIP; submitted the following comments with regard to the issue of equity: 1) recognized that the programming and implementation of transportation improvements extremely complex process, 2) impressed with level of sophistication of planning regarding project needs vs. financial constraints, and 3) expressed need for better education concerning the overall process for better public participation |
| Bob Castleberry, Mayor | City of Denton | Requested that improvements to U.S. 77, S.H. 288, and F.M. 2499 be included in the TIP; expressed appreciation for funding of improvements to U.S. 380 and U.S. 377; submitted letter regarding U.S. 77 into the record (The details of that letter are summarized in the written comments outlined below.) |
| Robert Pope | S.H. 121 Task Force | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Reva Bartlett, Chairperson | Plano Chamber of Commerce | Requested inclusion of S.H. 289 (Preston Road)/F.M. 544 (Park Blvd.) interchange in the 1996 TIP |
| Cole Morvan, Executive Director | Plano Economic Development Board | Requested inclusion of S.H. 289 (Preston Road)/F.M. 544 (Park Blvd.) interchange in the 1996 TIP |
| F. Charles Emery, Executive Vice President | Vista Properties, Inc. | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Bill Strange | E-Systems, Inc. | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| Terri Adkisson | Cottonbelt Concerned Coalition | Raised questions with regard to Major Investment Studies in Cottonbelt corridor; Michael indicated that options might best be explored through the update of the Regional Transportation Plan scheduled to begin in the near future; Michael also indicated that a citizens committee would be formed to participate in this process |
| **PUBLIC MEETING—JULY 31, 1995, AT THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS** | | |
| Jim Pitts, State Representative | Texas Legislature | Requested that funding for improvements to U.S. 287 and extension of S.H. 360 South be included in the 1996 TIP |
| Ron Brown, County Commissioner | Ellis County | Requested that funding for improvements to U.S. 287 and extension of S.H. 360 South be included in the 1996 TIP |
| Bill Carter, State Representative | Texas Legislature | Requested that funding for Phase 4 of I.H. 820/S.H. 121 interchange be included in the 1996 TIP; requested information regarding the availability of Transit Section 9 funds and corresponding State matching funds for NETS |
| Pam Mundo, Executive Director | Midlothian Chamber of Commerce | Requested that funding for improvements to U.S. 287, particularly Mountain Creek Bridge and Soap Creek Bridge, and extension of S.H. 360 South be included in the 1996 TIP |
| Candice Laurie, Representative | City of Little Elm | Requested consideration of funding for improvements to F.M. 720 from F.M. 423 to U.S. 380 in Denton County just north of Lake Lewisville Dam; emphasized dangerous condition of roadway with no shoulders and deep ditches |
| Henry Wilson, Councilmember | City of Hurst | Requested that funding for Phase 4 of I.H. 820/S.H. 121 interchange be included in the 1996 TIP |
| Bill Souder, Mayor | City of Hurst | Requested that funding for Phase 4 of I.H. 820/S.H. 121 interchange be included in the 1996 TIP |
| Tommy Brown, Mayor | City of North Richland Hills | Requested that funding for Phase 4 of I.H. 820/S.H. 121 interchange be included in the 1996 TIP |
| George Bradford, Chairman | Hurst Economic Development Advisory Committee | Requested that funding for Phase 4 of I.H. 820/S.H. 121 interchange be included in the 1996 TIP |
| Michael Barnes, Director of Public Works | City of Keller | Chose not to speak |
| Richard Larkins, Director of Transportation | City of Grand Prairie | Requested that funding for extension of S.H. 360 South be included in the 1996 TIP; major commitments by the cities of Grand Prairie, Mansfield, and Arlington have been made |
| Donna Parker, Vice President | Fort Worth Chamber of Commerce | Requested that funding for Phase 4 of I.H. 820/S.H. 121 interchange be included in the 1996 TIP; expressed appreciation for funding to educate the public on air quality issues |

Written comments submitted during the ten-day period following the public meetings by the August 10, 1995, deadline were as follows:

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| **S.H. 121 BYPASS** | | |
| Kim Brimer, State Representative | Texas Legislature | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Commissioners' Court | Collin County | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Commissioners' Court | Denton County | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Daniel A. Johnson, City Manager | City of Carrollton | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| City Council | City of McKinney | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| City Council | City of The Colony | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Steve Bilheimer, President | 3333 Development Corporation | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| William B. Strange, III, Counsel to the Pool Trust | E-Systems, Inc. | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| George S. ("Robbie") Robinson, Ph.D., Director of Real Estate | EDS | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Samuel M. Frenkil, P.E., Director of Facilities and Corporate Services | Frito-Lay, Inc. | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Richard P. O'Leary, Vice President and Director of Construction Services | J.C. Penney Company, Inc. | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| J.M. Haggar, Jr., Managing Partner | J.M. Haggar, Jr. Investments/Haggar-Jazzeen Partnership | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| James Blythe | JNC Enterprises, Ltd. | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| Dennis K. Winzeler | Vista Properties, Inc. | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP |
| **NORTH/SOUTH EQUITY** | | |
| Chris Rose, Mayor<br>Richard Rozier, Mayor<br>Ed Purcell, Mayor<br>Michael Burgett, Mayor<br>Margie Waldrop, Mayor<br>Maurice Osborn, Mayor | City of Cedar Hill<br>City of DeSoto<br>City of Duncanville<br>City of Glenn Heights<br>City of Lancaster<br>City of Midlothian | Through letter addressed to David Laney, Chairman of the Texas Transportation Commission, expressed significant concerns regarding north/south equity of transportation improvements in the Dallas area. The following responses to specific facilities were requested:<br>**I.H. 35E**: expedite engineering & ROW from I.H. 20 to Parkerville Road, initiate MIS from Parkerville Road to U.S. 287, 3-lane bridge reconstruction @ Industrial Blvd. & I.H. 30, fixed barrier HOV from Colorado Blvd. to U.S. 67, design of flyover ramp from I.H. 35E @ Colorado Blvd. exit to Jefferson Street bridge, add at least one lane to SB I.H. 35E bridge @ Trinity River crossing, close Saner exit to allow additional SB lane across Kiest bridge<br>**U.S. 67**: expand from 4 to 6 lanes plus reversible HOV from Loop 12 to I.H. 20 w/expedited engineering, program I.H. 20 to Joe Wilson Road in 1997 TIP, engineer and let to contract the Midlothian Bypass to Johnson County Line in 1998<br>**F.M. 1382**: schedule Spur 303 to I.H. 20 for 1997 letting date, expedite engineering from U.S. 67 to Hampton Road for 1997 letting<br>**Spur 408**: widening from 4 to 6 lanes from Loop 12 to I.H. 20, construct flyover from I.H. 20 to exit onto Clark Road<br>**Loop 12**: expand to five NB lanes from Spur 408 to U.S. 80<br>**U.S. 287**: expedite segment from Sardis to Midlothian, expedite segment from U.S. 67 to U.S. 287, expedite segment west of Midlothian to proposed S.H. 360, expedite extension of S.H. 360 from Broad Street to U.S. 287<br>**South Loop 9**: expedite feasibility study, aggressive ROW preservation and service road construction<br>**I.H. 45**: let to contract utilizing TxDOT's discretionary funds remaining for 1995 |

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| Grady W. Smithey, Jr., Chairman | Southwest Transportation Committee | Requested for the following facilities:<br>**I.H. 35E**: expedite engineering & ROW from I.H. 20 to Parkerville Road, initiate MIS from Parkerville Road to U.S. 287, 3-lane bridge reconstruction @ Industrial Blvd. & I.H. 30, fixed barrier HOV from Colorado Blvd. to U.S. 67, design of flyover ramp from I.H. 35E @ Colorado Blvd. exit to Jefferson Street bridge, add at least one lane to SB I.H. 35E bridge @ Trinity River crossing, close Saner exit to allow additional SB lane across Kiest bridge<br>**U.S. 67**: expand from 4 to 6 lanes plus reversible HOV from Loop 12 to I.H. 20 w/expedited engineering, program I.H. 20 to Joe Wilson Road in 1997 TIP, engineer and let to contract the Midlothian Bypass to Johnson County Line in 1998<br>**F.M. 1382**: schedule Spur 303 to I.H. 20 for 1997 letting date, expedite engineering from U.S. 67 to Hampton Road for 1997 letting<br>**Spur 408**: widening from 4 to 6 lanes from Loop 12 to I.H. 20, construct flyover from I.H. 20 to exit onto Clark Road<br>**Loop 12**: expand to five NB lanes from Spur 408 to U.S. 80<br>**U.S. 287**: expedite segment from Sardis to Midlothian, expedite segment from U.S. 67 to U.S. 287, expedite segment west of Midlothian to proposed S.H. 360, expedite extension of S.H. 360 from Broad Street to U.S. 287<br>**South Loop 9**: expedite feasibility study, aggressive ROW preservation and service road construction<br>**I.H. 45**: let to contract utilizing TxDOT's discretionary funds remaining for 1995 |
| **SPECIFIC PROJECT CONCERNS** | | |
| City Council | City of Allen | Expressed appreciation for financial support for reconstruction of U.S. 75 through the city of Allen included in the draft 1996 TIP |
| City Council | City of Irving | Requested inclusion of S.H. 161/S.H. 183 interchange in the 1996 TIP for fall 1996 contract letting |
| Bob Castleberry, Mayor, and Rick Svehla, Deputy City Manager | City of Denton | Requested inclusion of U.S. 77 from I.H. 35 to U.S. 380 in the 1996 TIP |
| Julie Couch, City Manager | City of Rockwall | Expressed support for the following projects included in the draft 1996 TIP: 1) I.H. 30 from 0.34 mi. west of Belt Line Road to 0.24 mi. west of Bobtown; 2) I.H. 30 from I.H. 635 from 0.34 mi. west of Belt Line Road; and 3) S.H. 66 from the Dallas County Line to S.H. 205 |
| Len Gibbens, President | Mesquite Chamber of Commerce | Requested inclusion of U.S. 80/Belt Line Road interchange and the U.S. 80 bridge @ North Mesquite Creek in the 1996 TIP |
| Donna Halstead, Chair | City Council Transportation Committee, City of Dallas | Requested inclusion of Royal Lane from Skillman Street to Audelia Road in the 1996 TIP |
| Chris Harris, Senator | Texas Senate | Requested inclusion of the I.H. 820/S.H. 121 interchange, U.S. 67 from Spur 102 to I.H. 35W in Johnson County, and the extension of S.H. 360 South from Broad Street to U.S. 287 in the 1996 TIP |

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| John B. Henson | Citizens Against Seven (Lane) Expansion–CASE 1382 | Requested that improvements to F.M. 1382 from I.H. 20 to Spur 303 be designed as four lanes with a grassy median and expressed strong opposition to the design of a six-lane facility with a continuous turn lane |
| George Human, Transportation Director | City of Richardson | Requested inclusion of U.S. 75/Spring Valley interchange in the 1996 TIP for 1998 |
| Brian Jahn, Transportation Division Manager | City of Carrollton | Requested inclusion of Belt Line Road from I.H. 35E to Metrocrest and Luna Road from Belt Line to Old Denton (both PASS projects) in the 1996 TIP |
| Daniel A. Johnson, City Manager | City of Carrollton | Requested inclusion of Belt Line Road from I.H. 35E to Metrocrest and Luna Road from Belt Line to Old Denton (both PASS projects) in the 1996 TIP |
| David N. Link, Mayor | Town of Fairview | Expressed appreciation for financial support for the expansion and reconstruction of U.S. 75 from Bethany Road to S.H. 121 included in the draft 1996 TIP |
| Pam Mundo, AICP/CED, Executive Director | Midlothian Chamber of Commerce | Expressed appreciation for recent improvements to U.S. 67 and planned improvements to F.M. 663 and U.S. 67 south of Midlothian to the Johnson County Line; requested inclusion of the extension of S.H. 360 South from Broad Street to U.S. 287, U.S. 287 @ Soap Creek Bridge, and U.S. 287 @ Mountain Creek Bridge |
| James N. Muns, Mayor | City of Plano | Requested inclusion of S.H. 289 (Preston Road)/F.M. 544 (Park Blvd.) grade separation in the 1996 TIP for contract letting in early 1997 |
| Cathye Ray, Mayor | City of Mesquite | Requested inclusion of U.S. 80/Belt Line Road interchange and the U.S. 80 bridge @ North Mesquite Creek in the 1996 TIP |
| George A. Venner, Sr. | Real Estate and Investments, Mesquite | Requested inclusion of U.S. 80/Belt Line Road interchange and the U.S. 80 bridge @ North Mesquite Creek in the 1996 TIP |

Written comments submitted during the ten-day period following the public meetings but after the August 10, 1995, deadline were as follows:

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| Walter Ragsdale, P.E., Traffic Engineer | City of Richardson | Requested inclusion of Spring Valley/U.S. 75 interchange in the 1996 TIP |
| James M. Walker, Mayor | City of River Oaks | Requested inclusion of S.H. 199 improvements, particularly the S.H. 199/S.H. 183 intersection, in the 1996 TIP |

## PUBLIC MEETINGS
## ON THE 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## AND AIR QUALITY CONFORMITY ANALYSIS

Public meetings were held by the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) in the Carrollton City Council Chambers on Wednesday, August 23, 1995 at 9:30 a.m. with 11 attendees; in the Fort Worth City Council Chambers on Wednesday, August 23, 1995, at 4 p.m. with 9 attendees; and at the Dallas County Commissioners' Court on Thursday, August 24, 1995, at 4 p.m. with 17 attendees. These three public meetings were held in accordance with the NCTCOG Transportation Public Involvement Procedures which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy body for the Metropolitan Planning Organization (MPO). The public meetings covered the development process for the 1996 Transportation Improvement Program (TIP) and air quality conformity analysis with focus on response to comments from the first round of public meetings. Those meetings were held in the DeSoto City Council Chambers on Wednesday, July 26, 1995; in the Richardson City Council Chambers on Thursday, July 27, 1995; and at the North Central Texas Council of Governments offices on Monday, July 31, 1995.

The status of projects selected by the MPO was presented at all three meetings by Michael Morris, Director of Transportation, NCTCOG, and an update on its air quality conformity analysis by Everett Bacon, Principal Transportation Planner, NCTCOG. The status of TxDOT-selected projects was presented to the Eastern Subregion by John Blain, Director of Transportation Planning and Development, TxDOT Dallas District, and to the Western Subregion by Rondell Fagan, Director of Transportation Planning and Development, TxDOT Fort Worth District. The Eastern Subregion is comprised of Collin, Dallas, Denton, and Rockwall Counties, and portions of Ellis and Kaufman Counties. The Western Subregion is made up of Tarrant County and portions of Parker and Johnson Counties. Projects programmed in the Eastern Subregion were discussed at the meetings held in Carrollton and at the Dallas County Commissioners' Court, and projects programmed in the Western Subregion were discussed at the meeting held in Fort Worth. Comments were solicited from those present at the public meetings who wished to speak for the record and any other citizens who wished to submit comments in writing during the ten-day period ending September 5, 1995.

NCTCOG, as the MPO for the Dallas-Fort Worth Metropolitan Area and the Denton and Lewisville Urbanized Areas, is required to develop and maintain a Transportation Improvement Program on an annual basis. This process is conducted in close cooperation with the Texas Department of Transportation, local governments, and the transit authorities. The TIP is a staged, multiyear listing of transportation projects scheduled for implementation by federal, State, and local sources. Projects to be implemented with federal and State funds represent a prioritization of projects in the Regional Transportation Plan. In addition to producing this document, NCTCOG has the responsibility of selecting projects in several transportation programs. The Regional Transportation Council is the NCTCOG transportation policy body that selects projects for: the Surface Transportation Program--Metropolitan Mobility (STP-MM), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Urban Street Program, and the Transit Section 9 Program. TxDOT selects the projects in the remaining federal and State funding programs of the Intermodal Surface Transportation Efficiency Act of

1991 (ISTEA). Regionally significant, locally funded transportation projects are inventoried in the TIP as well.

The specific project concerns and various issues raised through the first round of public meetings held in July and subsequent written comment period were inventoried and presented at the second round of public meetings. Each item was addressed as to the status and potential future action. Resolution to the greatest extent possible will be pursued for all public concerns raised through this process. Michael Morris reviewed the status of the programs for which the RTC has project selection authority and provided a financial overview of the STP-MM and CMAQ programs for the Eastern and Western Subregions. STP-MM and CMAQ funds authorized by ISTEA are fully programmed in the Eastern Subregion for the duration of the legislation with no additional Call for Projects expected. However, some funds are currently unprogrammed in the Western Subregion, and a Call for Projects is anticipated in the near future. Because of an unanticipated slowdown in transportation funding at the State level, a significant effort will be necessary to reprioritize and program committed projects in both the STP-MM and CMAQ programs. This effort is currently underway, and initial results of the preliminary reprogramming of the STP-MM and CMAQ projects were presented at the public meetings in draft form. It was noted that an entry will be added to the Eastern Subregion STP-MM for $200,000 and to the Western Subregion STP-MM for $100,000 for completion of the travel survey currently in progress in the region to offset the financial shortfall resulting from an unanticipated reduction in MPO planning funds. Project-specific comments were solicited with additional effort necessary in order to financially constrain the draft 1996 TIP. A Call for Projects is currently being conducted for the Urban Street Program.

Everett Bacon provided an overview of the air quality conformity analysis required for the Dallas-Fort Worth Metropolitan Area in conjunction with development of the Transportation Improvement Program. This requirement is a result of the nonattainment status of the region for ozone. The State Implementation Plan (SIP) is a legally binding document which outlines the strategy for the nonattainment areas to come into attainment and meet the requirements of the Clean Air Act Amendments of 1990 in part through implementation of transportation control measures (TCMs). The air quality conformity analysis acts as an enforcement mechanism to ensure that the transportation improvements programmed in the TIP are consistent with the objectives of the SIP and Clean Air Act. If these commitments are not met, the region risks sanctions on transportation funds as outlined in the Clean Air Act Amendments of 1990. In addition, the Texas Natural Resource Conservation Commission can fine NCTCOG for nonimplementation of the commitments contained in the SIP. This makes the programming of the 1996 TIP especially significant as the deadline for attainment of the ozone standard in the Dallas-Fort Worth region is the end of 1996. Due to the slowdown of funding as discussed above, concerns had been raised as to the region's ability to implement the TCMs committed to in the State Implementation Plan (SIP) in a timely manner, most of which are funded through CMAQ. Therefore, local governments were recently requested to inventory locally funded TCMs. It is anticipated that the results of this inventory, in addition to the projects which will be programmed in the 1996 TIP, will be sufficient to demonstrate timely implementation of the SIP commitments. Therefore, potential air quality implications should not significantly impact the programming of projects in the 1996 TIP. The specific tests required as part of the air quality conformity analysis were outlined with the results to be presented at a later public meeting upon completion of reprogramming of the TIP.

The comments received from the public meetings will be presented to the NCTCOG Regional Transportation Council and to the Texas Transportation Commission for their consideration in

further reprogramming and refinement of projects for development of the final 1996 Transportation Improvement Program. The Regional Transportation Council is anticipated to take action on the final 1996 TIP in early October with the Texas Transportation Commission scheduled to approve the Statewide Transportation Improvement Program in November.

Comments submitted at the public meetings were as follows:

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| **PUBLIC MEETING–AUGUST 23, 1995, IN THE CARROLLTON CITY COUNCIL CHAMBERS** | | |
| Sandy Jacobs, Commissioner | Denton County | Expressed appreciation for financial support of S.H. 121 Bypass included in draft 1996 TIP, emphasized transportation improvement of highest priority to Denton County, and read Denton County Commissioners' Court resolution into the record |
| Dick Bode, Councilmember | City of Plano | Requested that NCTCOG Project Code 1997–Spring Creek Pkwy from U.S. 75 to S.H. 289 (Preston Rd.) be moved from FY98 back to FY97 and indicated that this project was particularly important to the mobility of that area until the S.H. 190 link is completed; reiterated previous request by the City of Plano to include funding for S.H. 289 (Preston Road)/F.M. 544 (Park Blvd.) grade separation in 1996 TIP |
| Dave Davis, Traffic Engineer | City of Farmers Branch | Requested information regarding schedule for the S.H. 190/I.H. 35E interchange; John Blain indicated that ROW acquisition is continuing with toll status and overall implementation progress being monitored by the Texas Transportation Commission before further funding commitments are made; he noted that the HOV connection also impacts the implementation of this interchange |
| **PUBLIC MEETING–AUGUST 23, 1995 IN THE FORT WORTH CITY COUNCIL CHAMBERS** | | |
| Bill Carter, State Representative | Texas Legislature | Emphasized need to secure funding for Phase 4 of the I.H. 820/S.H. 121 interchange |
| **PUBLIC MEETING–AUGUST 24, 1995, AT THE DALLAS COUNTY COMMISSIONERS' COURT** | | |
| Jim Pitts, State Representative | Texas Legislature | Expressed appreciation for progress being made towards improvements of Mountain Creek Bridge and Soap Creek Bridge on U.S. 287 and emphasized the need for improvements to U.S. 287; also requested that funding for extension of S.H. 360 South be included in the 1996 TIP |
| Ron Brown, County Commissioner | Ellis County | Expressed appreciation for progress being made towards improvements of Mountain Creek Bridge and Soap Creek Bridge on U.S. 287 and emphasized the need for improvements to U.S. 287; also requested that funding for extension of S.H. 360 South be included in the 1996 TIP |
| Pam Mundo, Executive Director | Midlothian Chamber of Commerce | Expressed appreciation for progress being made towards improvements of Mountain Creek Bridge and Soap Creek Bridge on U.S. 287 and emphasized the need for improvements to U.S. 287; also requested that funding for extension of S.H. 360 South be included in the 1996 TIP |

Written comments submitted during the ten-day period following the public meetings by the September 5, 1995, deadline were as follows:

| NAME AND TITLE | AGENCY REPRESENTING | COMMENTS |
|---|---|---|
| Steve Norwood, City Manager | City of Lancaster | Supports necessary transportation projects presented at public hearing on July 20, 1995, at DeSoto City Hall |
| Thomas H. Muehlenbeck, City Manager | City of Plano | Requested that NCTCOG Project Code 1997–Spring Creek Pkwy from U.S. 75 to S.H. 289 (Preston Rd.) be moved from FY98 back to FY97 |
| City Council | City of Plano | Requested inclusion of S.H. 289 (Preston Road)/F.M. 544 (Park Blvd.) grade separation in the 1996 TIP for funding in FY97 |
| Joe Snayd, Chairman of the Board, and Ron Robinson, President | Richardson Chamber of Commerce | Requested reinstatement of funds for Spring Valley/U.S. 75 (Central Expy) interchange |
| Commissioners' Court | Denton County | Expressed appreciation for financial support of S.H. 121 Bypass included in the draft 1996 TIP through a resolution |
| William B. Lofland, County Judge | Rockwall County | Supports funding for I.H. 30 from 0.34 mi. west of Belt Line Road to 0.24 mi. west of Bobtown, I.H. 30 from I.H. 635 to 0.34 mi. west of Belt Line Road, and S.H. 66 from the Dallas County Line to S.H. 205 |
| Tom Manskey, President | Rockwall Area Chamber of Commerce | Supports funding for I.H. 30 from 0.34 mi. west of Belt Line Road to 0.24 mi. west of Bobtown, I.H. 30 from I.H. 635 to 0.34 mi. west of Belt Line Road, and S.H. 66 from the Dallas County Line to S.H. 205 |
| Chris R. Bright | Bright Farm Partnership | Expressed appreciation for financial support of S.H. 121 Bypass included in the draft 1996 TIP |
| Lynn Anderson, Director, C.C. | Care Corps - Community Service to the Elderly | Requested adequate funding of NETS transit operations to fulfill the needs of the community |

APPENDIX F

## INTERMODAL PROJECT PROGRAMMING POLICY FOR 1992

**WHEREAS,** the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area, with the Regional Transportation Council (RTC) serving as an independent transportation policy committee; and,

**WHEREAS,** the Dallas-Fort Worth Metropolitan Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA); and,

**WHEREAS,** Collin, Dallas, Denton, and Tarrant Counties have been designated nonattainment for ozone by the Environmental Protection Agency (EPA); and,

**WHEREAS,** the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) assigns project-level programming responsibilities to MPOs for: (1) suballocated Surface Transportation Program (STP) funds in TMAs, (2) Congestion Mitigation and Air Quality (CMAQ) funds in nonattainment areas, and (3) Transit Program funds in TMAs.

**NOW, THEREFORE, BE IT HEREBY RESOLVED:**

**Section 1.** That the Regional Transportation Council endorses the $14,471,000 of transportation projects presented this date and listed in Attachment 1 to this resolution which have been charged to the urbanized Surface Transportation Program (STP-MM) during the ISTEA interim period.

**Section 2.** That the yet to be let $1,206,000 project listed in Attachment 1 to this resolution to widen Handley-Ederville Road is conditionally approved, contingent upon confirmation on June 11, 1992, by the RTC that this project ranks high enough against other needed projects contained in STP-MM.

**Section 3.** That the other three categories of Surface Transportation Programs (STP-UM, STP-RM, and STP-R) listed in Attachment 1 to this resolution and the National Highway System program of projects presented this date are endorsed by the RTC.

**Section 4.** That future projects selected this fiscal year by the Texas Department of Transportation (TxDOT) are not endorsed unless selected in a cooperative fashion with the MPO as required in ISTEA of 1991.

**Section 10.** That no projects have been approved with Congestion Mitigation and Air Quality funds, and the RTC intends to program requests received by July 24, 1992, from all warranted transportation projects ready for letting after October 1, 1992, and within the next three years, especially those relieving congestion and improving air quality.

**Section 11.** That the RTC requests from TxDOT funding program totals that are the responsibility of the MPO.

**Section 12.** That these guidelines are intended to assist the Technical Committees to develop the appropriate selection procedures and the RTC Program Subcommittees to recommend specific projects in consultation with TxDOT and the transportation authorities.

**Section 13.** That the RTC will pay particular attention to unfunded projects already committed by TxDOT and the transportation authorities.

**Section 14.** That the RTC requests TxDOT policies to be revised to remove STP and CMAQ programs from the TxDOT funding cap requirements so project selection can be made on the best project, regardless of mode and funding cap restrictions. Modifications to these policies are encouraged which would maintain funding flexibility in the remaining program.

**Section 15.** That this resolution will be transmitted to all impacted local governments, TxDOT, DART, the T, FHWA, and FTA.

**Section 16.** That this resolution shall be in effect immediately upon its adoption.

Art Martin, Chairman
Regional Transportation Council
Deputy Mayor Pro Tem, City of Plano

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 14, 1992.

Michael Morris
Director of Transportation
North Central Texas Council of Governments

APPENDIX G

## TRAVEL DEMAND MANAGEMENT COMMITTEE

**Catherine Simpson, Chairman**
Fort Worth Transportation Authority

**Marcos Fernandez, P.E., Vice Chairman**
City of Plano

**Sandra Wesch-Schulze, P.E., Secretary**
Texas Department of Transportation
Dallas

**Mark Bromley**
J. C. Penney

**Pat Currin**
Texas Instruments

**Allan Curry**
Greater Dallas Chamber of Commerce

**Miguel Del Valle**
Central Dallas Association

**Teri Echols**
North Texas Commission

**Cliff Franklin**
North Central Mobility Task Force

**Al Giles**
Texas Natural Resource Conservation Commission

**David Griffin**
Dallas Regional Mobility Coalition

**Victor Henderson**
Fort Worth Transportation Authority

**Linda Kenney**
City of Richardson

**Lisa McMillan**
Tarrant County

**Mary Hobson**
Texas Department of Transportation
Fort Worth

**Jerry Johnson**
Dallas Area Rapid Transit

**Tony Mendoza**
Dallas Area Rapid Transit

**Richard Peterson**
Dallas County

**Ali Rabiee**
Dallas Area Rapid Transit

**George Reeves**
Texas Department of Transportation
Fort Worth

**John Roach**
City of Farmers Branch

**Lawrence Sack**
General Services Administration

**Sue Scanlan Stevens**
City of Arlington

**Brenda Stefka**
Texas Department of Transportation
Regional Planning Office, Arlington

**P. M. Summer**
City of Dallas

**L. Grant Whitt**
T. U. Electric

**Owen Yost**
City of Denton

## SURFACE TRANSPORTATION TECHNICAL COMMITTEE

**Lisa Pyles, Chairman**
RAILTRAN

**Dave Davis, Vice Chairman**
City of Farmers Branch

**Wallace Ewell, Secretary**
Texas Department of Transportation
Fort Worth

**Nancy Amos**
Fort Worth Transportation Authority

**Deanna Anderson**
Fort Worth Transportation Authority

**Larry Anderson**
TNRCC

**Jack Antebi**
City of Dallas

**Patrick Baugh**
City of DeSoto

**John Baumgartner**
City of Addison

**Roger Beall**
Texas Department of Transportation
Austin

**Kent Bell**
City of Irving

**Rick Berry**
City of Mesquite

**J. Milton Brooks**
City of Dallas

**Larry Cervenka**
City of Garland

**Jerry Clark**
City of Denton

**Walter Cooper**
City of Fort Worth

**Don Cranford**
Dallas County

**Frank Davis**
Ellis County

**Pete Davis**
Texas Turnpike Authority

**Ruben Delgado**
Collin County

**Tom Dingler**
City of Lewisville

**Jim Driscoll**
City of Irving

**Ray Edwards**
Tarrant County

**Rondell Fagan**
Texas Department of Transportation
Fort Worth

**Steve Gilbreath**
Town of Flower Mound

**Jerry Hodge**
City of Grapevine

**George Human**
City of Richardson

**Paul Kruckemeyer**
City of Euless

**Beverly LaBenske**
Dallas Area Rapid Transit

**Richard Larkins**
City of Grand Prairie

**Keith Melton**
City of Arlington

**Mark Mendez**
Tarrant County

**Emil Moncivais**
City of Fort Worth

**Phillip Patterson**
City of Haltom City

**Richard Peterson**
Dallas County

**Barbara Reading**
City of Dallas

**Terry Sams**
Texas Department of Transportation
Dallas

**Dennis Schwartz**
City of Duncanville

**Bud Smallwood**
City of University Park

**Wilma Smith**
City of Arlington

**Jim Sparks**
City of Hurst

**Cissy Sylo**
City of Carrollton

**Paul Tiley**
Texas Department of Transportation
Austin

**Jack Wagner**
Denton County

**Mike Walker**
Johnson County

**Tom Walton**
City of Plano

**Marty Wieder**
City of North Richland Hills

**Jack Wierzenski**
Dallas Area Rapid Transit

**Dallas Williams**
City of Fort Worth

**Richard Williams**
Rockwall County

**Robert Wunderlich**
City of Garland

**Mark Young**
Texas Department of Transportation
Regional Planning Office

**Vacant**
City of Bedford

**Vacant**
Texas Department of Transportation
Dallas

APPENDIX H

# REGIONAL TRANSPORTATION COUNCIL PROGRAM SUBCOMMITTEE-- EASTERN SUBREGION DALLAS, ROCKWALL, AND ELLIS COUNTIES (28)

| REPRESENTING | NAME | TITLE |
|---|---|---|
| | | |
| Addison | Spruill, Lynn | Mayor |
| Balch Springs | | |
| Carrollton | * Gravley, Milburn | Mayor |
| Cedar Hill | Rose, Dr. Chris | Mayor |
| Coppell | * Wolfe, Mark | Mayor |
| Dallas | * Halstead, Donna | Councilmember |
| Dallas | * Garcia, Domingo | Councilmember |
| Dallas | * Bartos, Jerry | Councilmember |
| Dallas | * Tandy, Dr. Charles | Councilmember |
| Dallas County | * Semos, Chris | Commissioner |
| Dallas County | * Jackson, Jim | Commissioner |
| DART | * Jenne, Jim | Representative |
| DeSoto | Urban, Ken | Mayor Pro Tem |
| Duncanville | * Smithey, Grady | Councilmember |
| Ellis County | * McLane, Del | Commissioner |
| Ennis | Percival, John | City Commissioner |
| Farmers Branch | Blair, David | Mayor |
| Garland | * Smith, Lee | Councilmember |
| Grand Prairie | * England, Charles | Mayor |
| Irving | * Parrish, Morris | Councilmember |
| Lancaster | Borden, Bob | Councilmember |
| Mesquite | * Anderson, Mike | Councilmember |
| Richardson | * Slagel, Gary | Mayor |
| Rockwall County | Lofland, Bill | County Judge |
| Rowlett | Enoch, Mark | Councilmember |
| TxDOT, District 18 | * Huffman, James | District Engineer |
| University Park | Hitzelberger, Barbara | Mayor |
| Waxahachie | Grubbs, Joe | Mayor |

*RTC Member

# REGIONAL TRANSPORTATION COUNCIL PROGRAM SUBCOMMITTEE--
# NORTHERN SUBREGION
# COLLIN AND DENTON COUNTIES (17)

| REPRESENTING | NAME | TITLE |
|---|---|---|
| | | |
| Allen | Hamner, Sharon | Councilmember |
| Carrollton | * Gravley, Milburn | Mayor |
| Collin County | * Hatchell, Jack | Commissioner |
| The Colony | Bogan, Tom | Councilmember |
| Dallas | * Bartos, Jerry | Councilmember |
| Dallas | * Garcia, Domingo | Councilmember |
| Dallas | * Tandy, Dr. Charles | Councilmember |
| Dallas | * Halstead, Donna | Councilmember |
| DART | * Jenne, Jim | Representative |
| Denton | * Miller, Jack | Councilmember |
| Denton County | * Moseley, Jeff | County Judge |
| Flower Mound | Peffer, Bob | Councilmember |
| Lewisville | White, Cynthia | Councilmember |
| McKinney | Wattley, Willie | Mayor Pro Tem |
| Plano | * Martin, Art | Mayor Pro Tem |
| Richardson | * Slagel, Gary | Mayor |
| TxDOT, District 18 | * Huffman, James | District Engineer |

*RTC Member

# REGIONAL TRANSPORTATION COUNCIL PROGRAM SUBCOMMITTEE--
# WESTERN SUBREGION
# TARRANT AND JOHNSON COUNTIES (23)

| REPRESENTING | NAME | TITLE |
|---|---|---|
| | | |
| Arlington | * Lynn, Dottie | Mayor Pro Tem |
| Bedford | Moore, Nelson | Councilmember |
| Benbrook | Dunn, Jerry J. | Mayor |
| Burleson | Roper, Rick | Mayor |
| Cleburne | Raines, Katherine P. | Mayor |
| Colleyville | Feigel, Cheryl | Councilmember |
| Euless | Douglass, Frank | Councilmember |
| Fort Worth | * Matson, Morris | Councilmember |
| Fort Worth | * Webber, Virginia Nell | Mayor Pro Tem |
| FWTA | * Kemble, Dr. George | Representative |
| Grand Prairie | * England, Charles | Mayor |
| Grapevine | Wilbanks, C.Shane | Councilmember |
| Haltom City | Thompson, John | Councilmember |
| Hurst | * Wilson, Henry | Councilmember |
| Johnson County | * Harmon, Ron | Commissioner |
| Keller | Seifert, Pat | Councilmember |
| Mansfield | Ritter, Tom | Councilmember |
| North Richland Hills | Brown, Tommy | Mayor |
| Tarrant County | * Vandergriff, Tom | County Judge |
| Tarrant County | * Hampton, Bob | Commissioner |
| TxDOT, District 2 | * Stone, J.R. | District Engineer |
| Watauga | * Dollarhide, Robert | Mayor Pro Tem |
| White Settlement | Arnold, Mike | Councilmember |

*RTC Member

# DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3076 | TXDOT/DART/ADDI | ADDISON | BELT LINE RD | @ QUORUM DR, ADDISON R | @ MIDWAY RD | INTERSECTION IMPROVEMENTS (3) (TRANSIT PA | 76 | 1123 | 702 | 421 | | | 421 | | | | |
| 3076 | TXDOT/DART/ADDI | ADDISON | BELT LINE RD | @ QUORUM DR, ADDISON R | @ MIDWAY RD | INTERSECTION IMPROVEMENTS (3) (TRANSIT PA | 76 | 1123 | 702 | 421 | | | | 421 | | | |
| 10 | ALLEN | ALLEN | SH 5 | @ FM 2170 (MCDERMOTT) | | INTERSECTION IMPROVEMENTS (SEE 26) | 69 | 200 | 0 | 200 | | | 120 | | 80 | | |
| 10 | ALLEN | ALLEN | SH 5 | @ FM 2170 (MCDERMOTT) | | INTERSECTION IMPROVEMENTS (CONSTR W/26) | 69 | 0 | 0 | 0 | 0 | | | | | | |
| 11 | ALLEN | ALLEN | SH 5 | @ BETHANY | | INTERSECTION IMPROVEMENTS (SEE 32) | 59 | 200 | 0 | 200 | | | | | 200 | | |
| 11 | ALLEN | ALLEN | SH 5 | @ BETHANY | | INTERSECTION IMPROVEMENTS (SEE 32) | 59 | 200 | 0 | 200 | | | | | 200 | | |
| 4265 | TXDOT-DALLAS | ALLEN | SH 5 | @ BETHANY | | SIGNAL IMPROVEMENTS | 60 | 12 | 0 | 12 | | | | | 12 | | |
| 4265 | TXDOT-DALLAS | ALLEN | SH 5 | @ BETHANY | | SIGNAL IMPROVEMENTS (CANCELLED) | 60 | 0 | 0 | 0 | | | | | X | | |
| 3024 | TXDOT-DALLAS | BALCH SPRINGS | VARIOUS LOCATIONS | ON IH 635 FRONTAGE ROADS | | SIGNAL IMPROVEMENTS (3) | 75 | 180 | 0 | 180 | | | | | | | 180 |
| 3024 | TXDOT-DALLAS | BALCH SPRINGS | VARIOUS LOCATIONS | ON IH 635 FRONTAGE ROADS | | SIGNAL IMPROVEMENTS (3) | 75 | 180 | 0 | 180 | | | | 27 | | 153 | |
| 3095 | DALLAS COUNTY | BALCH SPRINGS | VARIOUS LOCATIONS | ON LAKE JUNE RD | | SIGNAL IMPROVEMENTS (4) | 69 | 93 | 19 | 74 | | 20 | | 54 | | | |
| 3095 | DALLAS COUNTY | BALCH SPRINGS | VARIOUS LOCATIONS | ON LAKE JUNE RD | | SIGNAL IMPROVEMENTS (4) | 69 | 93 | 19 | 74 | | | | 38 | 38 | | |
| 384 | CARROLLTON | CARROLLTON | CENTRAL COMPUTER SYSTEM | | | SIGNAL IMPROVEMENTS (71) | 65 | 1500 | 300 | 1200 | | | 1200 | | | | |
| 384 | CARROLLTON | CARROLLTON | CENTRAL COMPUTER SYSTEM | | | SIGNAL IMPROVEMENTS (71) | 65 | 1500 | 300 | 1200 | 1200 | | | | | | |
| 2209 | DALLAS CO/DART | CARROLLTON | BELT LINE RD | @ IH 35E | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 59 | 600 | 120 | 480 | | | | 480 | | | |
| 2209 | DALLAS CO/DART | CARROLLTON | BELT LINE RD | @ IH 35E | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 59 | 600 | 120 | 480 | | | | | 480 | | |
| 2223 | DALLAS COUNTY | CARROLLTON | TRINITY MILLS | @ IH 35E | | INTERSECTION IMPROVEMENTS | 75 | 200 | 40 | 160 | | | | 160 | | | |
| 2223 | DALLAS COUNTY | CARROLLTON | TRINITY MILLS | @ IH 35E | | INTERSECTION IMPROVEMENTS | 75 | 200 | 40 | 160 | | | | 24 | | | 136 |
| 2248 | DALLAS COUNTY | CARROLLTON | JOSEY LN | @ WALNUT PLAZA | | INTERSECTION IMPROVEMENTS | 75 | 300 | 60 | 240 | | 24 | 100 | 116 | | | |
| 2248 | DALLAS COUNTY | CARROLLTON | JOSEY LN | @ WALNUT PLAZA | | INTERSECTION IMPROVEMENTS | 75 | 300 | 60 | 240 | | | | 48 | 72 | 120 | |
| 4306 | CARROLLTON | CARROLLTON | CROSBY RD | @ IH 35E | | INTERSECTION IMPROVEMENTS | 73 | 94 | 19 | 75 | | | | | 75 | | |
| 4306 | CARROLLTON | CARROLLTON | CROSBY RD | @ IH 35E | | INTERSECTION IMPROVEMENTS | 73 | 94 | 19 | 75 | | | | | 75 | | |
| 4308 | CARROLLTON | CARROLLTON | TRINITY MILLS RD | @ IH 35E | | INTERSECTION IMPROVEMENTS | 68 | 249 | 50 | 199 | | | | | 199 | | |
| 4308 | CARROLLTON | CARROLLTON | TRINITY MILLS RD | @ IH 35E | | INTERSECTION IMPROVEMENTS | 68 | 249 | 50 | 199 | | | | | 199 | | |
| 4307 | CARROLLTON | CARROLLTON | BELT LINE RD | @ IH 35E | | INTERSECTION IMPROVEMENTS | 73 | 60 | 12 | 48 | | | | | 48 | | |
| 4307 | CARROLLTON | CARROLLTON | BELT LINE RD | @ IH 35E | | INTERSECTION IMPROVEMENTS | 73 | 60 | 12 | 48 | | | | | 48 | | |
| 4308 | CARROLLTON | CARROLLTON | HEBRON PKWY SIGNAL PROGRESSIO | W CARROLLTON C/L | E CARROLLTON C/L | SIGNAL IMPROVEMENTS | 68 | 30 | 6 | 24 | | | | | 24 | | |
| 4308 | CARROLLTON | CARROLLTON | HEBRON PKWY SIGNAL PROGRESSIO | W CARROLLTON C/L | E CARROLLTON C/L | SIGNAL IMPROVEMENTS | 68 | 30 | 6 | 24 | | | | | 24 | | |
| 4309 | CARROLLTON | CARROLLTON | MARSH LN SIGNAL PROGRESSION | TRINITY MILLS | S CARROLLTON C/L | SIGNAL IMPROVEMENTS | 60 | 30 | 6 | 24 | | | | | 24 | | |
| 4309 | CARROLLTON | CARROLLTON | MARSH LN SIGNAL PROGRESSION | TRINITY MILLS | S CARROLLTON C/L | SIGNAL IMPROVEMENTS | 60 | 30 | 6 | 24 | | | | | 24 | | |
| 391 | CEDAR HILL | CEDAR HILL | FM 1382 | @ OLD CLARK RD | | SIGNAL IMPROVEMENTS | 69 | 80 | 16 | 64 | | | 64 | | | | |
| 391 | CEDAR HILL | CEDAR HILL | FM 1382 | @ OLD CLARK RD | | SIGNAL IMPROVEMENTS | 69 | 80 | 16 | 64 | | | | 64 | | | |
| 392 | CEDAR HILL | CEDAR HILL | FM 1382 | @ CANNADY | | SIGNAL IMPROVEMENTS | 69 | 78 | 16 | 62 | 62 | | | | | | |
| 392 | CEDAR HILL | CEDAR HILL | FM 1382 | @ CANNADY | | SIGNAL IMPROVEMENTS | 69 | 78 | 16 | 62 | 62 | | | | | | |
| 393 | CEDAR HILL | CEDAR HILL | CLARK RD | CLARK RD | BELT LINE RD | SIGNAL IMPROVEMENTS | 65 | 25 | 5 | 20 | | | 20 | | | | |
| 393 | CEDAR HILL | CEDAR HILL | CLARK RD | CLARK RD | BELT LINE RD | SIGNAL IMPROVEMENTS | 65 | 25 | 5 | 20 | | | | 20 | | | |
| 4035 | CEDAR HILL | CEDAR HILL | JOE WILSON RD | @ FM 1382 | | INTERSECTION IMPROVEMENTS | 67 | 45 | 5 | 41 | | | | | 41 | | |
| 4036 | CEDAR HILL | CEDAR HILL | JOE WILSON RD | @ FM 1382 | | INTERSECTION IMPROVEMENTS | 67 | 45 | 5 | 41 | | | | | 41 | | |

APPENDIX I

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4037 | CEDAR HILL | CEDAR HILL | FM 1382 | @ DUNCANVILLE RD | | INTERSECTION IMPROVEMENTS | 67 | 45 | 5 | 41 | | | | | 41 | | |
| 4037 | CEDAR HILL | CEDAR HILL | FM 1382 | @ DUNCANVILLE RD | | INTERSECTION IMPROVEMENTS | 67 | 45 | 5 | 41 | | | | | 41 | | |
| 4038 | CEDAR HILL | CEDAR HILL | BELT LINE RD | @ MAIN ST | | INTERSECTION IMPROVEMENTS | 60 | 45 | 9 | 36 | | | | | 36 | | |
| 4038 | CEDAR HILL | CEDAR HILL | BELT LINE RD | @ MAIN ST | | INTERSECTION IMPROVEMENTS | 60 | 45 | 9 | 36 | | | | | 36 | | |
| 4039 | CEDAR HILL | CEDAR HILL | BELT LINE TRAIL | ANDERSON RD | MAIN | BIKEWAY | 60 | 65 | 13 | 52 | | | | | 52 | | |
| 4039 | CEDAR HILL | CEDAR HILL | BELT LINE TRAIL | ANDERSON RD | MAIN | BIKEWAY | 60 | 65 | 13 | 52 | | | | | 52 | | |
| 3096 | DALLAS CO/COPP | COPPELL | SANDY LAKE RD | @ MOORE | | INTERSECTION IMPROVEMENTS | 75 | 554 | 111 | 443 | | | 443 | | | | |
| 3096 | DALLAS CO/COPP | COPPELL | SANDY LAKE RD | @ MOORE | | INTERSECTION IMPROVEMENTS | 75 | 554 | 111 | 443 | | | | | | 443 | |
| 4061 | COPPELL | COPPELL | BETHEL RD | @ DENTON TAP RD | | INTERSECTION IMPROVEMENTS | 60 | 30 | 6 | 24 | | | | | 24 | | |
| 4061 | COPPELL | COPPELL | BETHEL RD | @ DENTON TAP RD | | INTERSECTION IMPROVEMENTS | 60 | 30 | 6 | 24 | | | | | 24 | | |
| 4062 | COPPELL | COPPELL | BETHEL SCHOOL RD | @ DENTON TAP RD | | INTERSECTION IMPROVEMENTS | 60 | 80 | 16 | 64 | | | | | | | 64 |
| 4062 | COPPELL | COPPELL | BETHEL SCHOOL RD | @ DENTON TAP RD | | INTERSECTION IMPROVEMENTS | 60 | 80 | 16 | 64 | | | | 10 | | | 54 |
| 4063 | COPPELL | COPPELL | BELT LINE RD | @ DENTON TAP RD | | INTERSECTION IMPROVEMENTS | 60 | 60 | 12 | 48 | | | | | | | 48 |
| 4063 | COPPELL | COPPELL | BELT LINE RD | @ DENTON TAP RD | | INTERSECTION IMPROVEMENTS | 60 | 60 | 12 | 48 | | | | 7 | | | 41 |
| 4064 | COPPELL | COPPELL | BELT LINE RD | @ MOCKINGBIRD LN | | INTERSECTION IMPROVEMENTS | 60 | 50 | 10 | 40 | | | | | 40 | | |
| 4064 | COPPELL | COPPELL | BELT LINE RD | @ MOCKINGBIRD LN | | INTERSECTION IMPROVEMENTS | 60 | 50 | 10 | 40 | | | | | 40 | | |
| 4065 | COPPELL | COPPELL | BELT LINE RD | @ MACARTHUR | | INTERSECTION IMPROVEMENTS | 60 | 90 | 18 | 72 | | | | | 72 | | |
| 4065 | COPPELL | COPPELL | BELT LINE RD | @ MACARTHUR | | INTERSECTION IMPROVEMENTS | 60 | 90 | 18 | 72 | | | | | 72 | | |
| 4066 | COPPELL | COPPELL | DENTON TAP RD | @ WRANGLER | | INTERSECTION IMPROVEMENTS | 60 | 35 | 7 | 28 | | | | | | | 28 |
| 4066 | COPPELL | COPPELL | DENTON TAP RD | @ WRANGLER | | INTERSECTION IMPROVEMENTS | 60 | 35 | 7 | 28 | | | | 4 | | | 24 |
| 4067 | COPPELL | COPPELL | DENTON TAP RD | @ PARKWAY | | INTERSECTION IMPROVEMENTS | 60 | 30 | 6 | 24 | | | | | 24 | | |
| 4067 | COPPELL | COPPELL | DENTON TAP RD | @ PARKWAY | | INTERSECTION IMPROVEMENTS | 60 | 30 | 6 | 24 | | | | | 24 | | |
| 4069 | COPPELL | COPPELL | SANDY LAKE RD | @ DENTON TAP RD | | INTERSECTION IMPROVEMENTS | 60 | 65 | 13 | 52 | | | | | 52 | | |
| 4069 | COPPELL | COPPELL | SANDY LAKE RD | @ DENTON TAP RD | | INTERSECTION IMPROVEMENTS | 60 | 65 | 13 | 52 | | | | | 52 | | |
| 523 | TXDOT/DART | DALLAS | HAMPTON RD | FORT WORTH AVE | US 67 | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 69 | 1200 | 600 | 600 | | | | 600 | | | |
| 523 | TXDOT/DART | DALLAS | HAMPTON RD | FORT WORTH AVE | US 67 | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 69 | 1200 | 600 | 600 | | | | | 600 | | |
| 526 | TXDOT/DART | DALLAS | LEMMON AVE | INWOOD RD | OAK LAWN | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 80 | 1125 | 625 | 500 | | | | 500 | | | |
| 526 | TXDOT/DART | DALLAS | LEMMON AVE | INWOOD RD | OAK LAWN | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 80 | 1125 | 625 | 500 | | | | | | | 500 |
| 526 | TXDOT/DART | DALLAS | MOCKINGBIRD LN | @ INWOOD RD | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 69 | 1125 | 625 | 500 | | | | 500 | | | |
| 526 | TXDOT/DART | DALLAS | MOCKINGBIRD LN | @ INWOOD RD | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 69 | 1125 | 625 | 500 | | | | | | | 500 |
| 533 | DALLAS | DALLAS | LEMMON AVE | @ BLUFFVIEW | | CORRIDOR IMPROVEMENTS | 75 | 500 | 100 | 400 | | | | 400 | | | |
| 533 | DALLAS | DALLAS | LEMMON AVE | @ BLUFFVIEW | | CORRIDOR IMPROVEMENTS | 75 | 500 | 100 | 400 | | | | 80 | | | 340 |
| 535 | TXDOT/DART | DALLAS | JUPITER RD | @ NORTHWEST HWY | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 64 | 1250 | 625 | 625 | | | | 625 | | | |
| 535 | TXDOT/DART | DALLAS | JUPITER RD | @ NORTHWEST HWY | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 64 | 1250 | 625 | 625 | | | | | | | 625 |
| 537 | TXDOT/DART | DALLAS | PLANO RD | @ SPUR 244 (NORTHWEST HWY) | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 69 | 1250 | 625 | 625 | | | | 625 | | | |
| 537 | TXDOT/DART | DALLAS | PLANO RD | @ SPUR 244 (NORTHWEST HWY) | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 69 | 1250 | 625 | 625 | | | | | | | 625 |
| 562 | DALLAS | DALLAS | FIVE-MILE CREEK BIKEWAY | IH 35E | COOMBS CREEK | BIKEWAY | 62 | 285 | 57 | 228 | | | | 228 | | | |
| 562 | DALLAS | DALLAS | FIVE-MILE CREEK BIKEWAY | IH 35E | COOMBS CREEK | BIKEWAY | 62 | 285 | 57 | 228 | | | | 228 | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 776A | DALLAS | DALLAS | FAIR PARK AND OAK CLIFF SUBAREAS | | | SIGNAL IMPROVEMENTS | 85/75 | 3159 | 632 | 2527 | 2527 | | | | | | |
| 776A | DALLAS | DALLAS | FAIR PARK AND OAK CLIFF SUBAREAS | | | SIGNAL IMPROVEMENTS | 85/75 | 3159 | 632 | 2527 | 2527 | | | | | | |
| 776B | DALLAS | DALLAS | CBD,LOVE FIELD,FAR NORTH,NEAR NW,PLEASANT GROVE SUBAREAS | | | SIGNAL IMPROVEMENTS | 85/75 | 4094 | 819 | 3275 | 75 | | 3200 | | | | |
| 776B | DALLAS | DALLAS | CITYWIDE SIGNAL UPGRADE (PHASE I) | | | SIGNAL IMPROVEMENTS | 85/75 | 9621 | 1775 | 7846 | 746 | | | 7100 | | | |
| 776C | DALLAS | DALLAS | FAR NE,NEAR SW,FAR SW,N CENTRAL CORRIDOR SUBAREAS | | | SIGNAL IMPROVEMENTS | 85/75 | 2531 | 506 | 2026 | | | | 2026 | | | |
| 776C | DALLAS | DALLAS | | | | SIGNAL IMPROVEMENTS | 85/75 | 0 | 0 | 0 | | | | | | | |
| 776D | DALLAS | DALLAS | NEAR NE,STEMMONS/INDUSTRIAL,FAR OAK CLIFF SUBAREAS | | | SIGNAL IMPROVEMENTS | 85/75 | 1969 | 394 | 1575 | | | | | 1575 | | |
| 776D | DALLAS | DALLAS | | | | SIGNAL IMPROVEMENTS | 85/75 | 0 | 0 | 0 | | | | | | | |
| 776E | DALLAS | DALLAS | CITYWIDE SIGNAL/INTERSECTION TECHNOLOGY/CHANGEABLE MESSAGE SIGNS | | | SIGNAL IMPROVEMENTS | 85/76 | 7531 | 1506 | 6025 | | | 1200 | | | | 4825 |
| 776E | DALLAS | DALLAS | CITYWIDE SIGNAL/INTERSECTION TECHNOLOGY (PHASE II)/CHANGEABLE MESSAGE SIGNS | | | SIGNAL IMPROVEMENTS | 85/76 | 7485 | 1431 | 6054 | | | | 2054 | 1371 | | 2629 |
| 778 | DALLAS | DALLAS | US 75 | IH 635 | DALLAS CBD | IDRS (SEE STP-MM) | 83 | 1013 | 0 | 1013 | 718 | 295 | | | | | |
| 778 | DALLAS | DALLAS | US 75 | IH 635 | DALLAS CBD | IDRS (SEE STP-MM) | 83 | 1509 | 0 | 1509 | 1509 | | | | | | |
| 777 | DALLAS | DALLAS | IH 635 | IH 35E | US 75 | IDRS (SEE STP-MM) | 73 | 588 | 0 | 588 | 588 | | | | | | |
| 777 | DALLAS | DALLAS | IH 635 | IH 35E | US 75 | IDRS (SEE STP-MM) | 73 | 588 | 0 | 588 | 588 | | | | | | |
| 783 | DALLAS | DALLAS | VARIOUS LOCATIONS | CITYWIDE | | INTERSECTION IMPROVEMENTS (102) | 65 | 16353 | 3271 | 13082 | | 3000 | | 3000 | 1400 | | 5682 |
| 783 | DALLAS | DALLAS | VARIOUS LOCATIONS | CITYWIDE | | INTERSECTION IMPROVEMENTS (104) | 65 | 16353 | 3271 | 13082 | 1200 | | | 3500 | 1500 | 1220 | 5662 |
| 784 | DALLAS | DALLAS | ABRAMS RD | @ SKILLMAN ST | | INTERSECTION IMPROVEMENTS | 70 | 75 | 15 | 60 | | | 60 | | | 60 | |
| 784 | DALLAS | DALLAS | ABRAMS RD | @ SKILLMAN ST | | INTERSECTION IMPROVEMENTS | 70 | 75 | 15 | 60 | | | | 240 | | | |
| 785 | TXDOT/DART | DALLAS | AIRDROME | @ LEMMON AVE | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 75 | 2440 | 2200 | 240 | | | | | | | 240 |
| 785 | TXDOT/DART | DALLAS | AIRDROME | @ LEMMON AVE | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 75 | 2440 | 2200 | 240 | | | | | | | |
| 787 | DALLAS | DALLAS | ALMAZAN DR | @ MARSH | | INTERSECTION IMPROVEMENTS | 75 | 56 | 11 | 45 | | 45 | | | | 45 | |
| 787 | DALLAS | DALLAS | ALMAZAN DR | @ MARSH | | INTERSECTION IMPROVEMENTS | 75 | 56 | 11 | 45 | | | | | | | |
| 788 | DALLAS | DALLAS | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (15) | 69 | 5415 | 1083 | 4332 | | 50 | 884 | 588 | 500 | | 2500 |
| 788 | DALLAS | DALLAS | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (15) | 69 | 5415 | 1083 | 4332 | 500 | | | 666 | | 900 | 2066 |
| 789 | DALLAS | DALLAS | ALPHA RD | @ HILLCREST | | INTERSECTION IMPROVEMENTS | 75 | 20 | 4 | 16 | | | 16 | | | | |
| 789 | DALLAS | DALLAS | ALPHA RD | @ HILLCREST | | INTERSECTION IMPROVEMENTS | 75 | 20 | 4 | 16 | | | | | | 16 | |
| 792 | DALLAS | DALLAS | ARAPAHO RD | @ MEANDERING WAY | | INTERSECTION IMPROVEMENTS | 75 | 15 | 3 | 12 | | | 12 | | | | |
| 792 | DALLAS | DALLAS | ARAPAHO RD | @ MEANDERING WAY | | INTERSECTION IMPROVEMENTS | 75 | 15 | 3 | 12 | | | | | | 12 | |
| 794 | DALLAS | DALLAS | ARAPAHO RD | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 70 | 145 | 29 | 116 | | | 116 | | | | |
| 794 | DALLAS | DALLAS | ARAPAHO RD | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 70 | 145 | 29 | 116 | | | | | 116 | | |
| 799 | DALLAS | DALLAS | BELT LINE RD | @ DALLAS NORTH TOLLWAY | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | 40 | | | | | |
| 799 | DALLAS | DALLAS | BELT LINE RD | @ DALLAS NORTH TOLLWAY | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | | | | 40 | |
| 800 | DALLAS | DALLAS | BELT LINE RD | @ HILLCREST RD | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | 80 | | | | |
| 800 | DALLAS | DALLAS | BELT LINE RD | @ HILLCREST RD | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 805 | DALLAS | DALLAS | BRUTON RD | @ LOOP 12 (BUCKNER BLVD) | | INTERSECTION IMPROVEMENTS | 70 | 120 | 24 | 96 | | | | 96 | | | |
| 805 | DALLAS | DALLAS | BRUTON RD | @ LOOP 12 (BUCKNER BLVD) | | INTERSECTION IMPROVEMENTS | 70 | 120 | 24 | 96 | | | | 14 | | | 82 |
| 813 | DALLAS | DALLAS | CAMPBELL RD | @ HILLCREST RD | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | 40 | | | | |
| 813 | DALLAS | DALLAS | CAMPBELL RD | @ HILLCREST RD | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | | 6 | | | 34 |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 814 | DALLAS | DALLAS | CAMPBELL | @ MEANDERING WAY | | INTERSECTION IMPROVEMENTS | 75 | 75 | 15 | 60 | | 60 | | | | | |
| 814 | DALLAS | DALLAS | CAMPBELL | @ MEANDERING WAY | | INTERSECTION IMPROVEMENTS | 75 | 75 | 15 | 60 | | | | 9 | | | 51 |
| 818 | DALLAS | DALLAS | CEDAR SPRINGS RD | @ DOUGLAS AVE & | @ WYCLIFF AVE | INTERSECTION IMPROVEMENTS (2) | 70 | 150 | 30 | 120 | | | 20 | 100 | | | |
| 818 | DALLAS | DALLAS | CEDAR SPRINGS RD | @ DOUGLAS AVE & | @ WYCLIFF AVE | INTERSECTION IMPROVEMENTS (2) | 70 | 150 | 30 | 120 | | | | 24 | 36 | 60 | |
| 819 | DALLAS | DALLAS | CEDAR SPRINGS RD | @ INWOOD RD | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | 80 | | | | | |
| 819 | DALLAS | DALLAS | CEDAR SPRINGS RD | @ INWOOD RD | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 830 | DALLAS | DALLAS | COIT RD | @ FRANKFORD RD | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | 80 | | | | |
| 830 | DALLAS | DALLAS | COIT RD | @ FRANKFORD RD | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 831 | DALLAS | DALLAS | COIT RD | @ IH 635 | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | | | | 80 |
| 831 | DALLAS | DALLAS | COIT RD | @ IH 635 | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | | | 80 | |
| 832 | DALLAS | DALLAS | COIT RD | @ SPRING VALLEY | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | 40 | | | | |
| 832 | DALLAS | DALLAS | COIT RD | @ SPRING VALLEY | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | | 6 | | | 34 |
| 836 | DALLAS | DALLAS | COMPOSITE DR | @ WALNUT HILL | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | 80 | | | | |
| 836 | DALLAS | DALLAS | COMPOSITE DR | @ WALNUT HILL | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 844 | DALLAS | DALLAS | DALLAS NORTH TOLLWAY | @ TRINITY MILLS | | INTERSECTION IMPROVEMENTS | 75 | 100 | 20 | 80 | | | 80 | | | | |
| 844 | DALLAS | DALLAS | DALLAS NORTH TOLLWAY | @ TRINITY MILLS | | INTERSECTION IMPROVEMENTS | 75 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 846 | DALLAS | DALLAS | DENTON DR | @ WALNUT HILL | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | 80 | | | | |
| 846 | DALLAS | DALLAS | DENTON DR | @ WALNUT HILL | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 848 | DALLAS | DALLAS | DENTON DR | @ IH 635 | | INTERSECTION IMPROVEMENTS | 75 | 100 | 20 | 80 | | | | 80 | | | |
| 848 | DALLAS | DALLAS | DENTON DR | @ IH 635 | | INTERSECTION IMPROVEMENTS | 75 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 853 | DALLAS | DALLAS | FIELD ST | @ SPUR 366 (WOODALL RODGERS) | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 80 | | | |
| 853 | DALLAS | DALLAS | FIELD ST | @ SPUR 366 (WOODALL RODGERS) | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | | 80 | | |
| 860 | DALLAS | DALLAS | FOREST LN | @ SKILLMAN | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | 80 | | | | | |
| 860 | DALLAS | DALLAS | FOREST LN | @ SKILLMAN | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | 8 | | | | | | 72 |
| 869 | DALLAS | DALLAS | FRANKFORD RD | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 70 | 800 | 160 | 640 | | | | | 640 | | |
| 869 | DALLAS | DALLAS | FRANKFORD RD | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 70 | 800 | 160 | 640 | | | | 96 | | | 544 |
| 881 | DALLAS | DALLAS | GREENVILLE AVE | @ PARK LN | | INTERSECTION IMPROVEMENTS | 70 | 80 | 16 | 64 | | 64 | | | | | |
| 881 | DALLAS | DALLAS | GREENVILLE AVE | @ PARK LN | | INTERSECTION IMPROVEMENTS | 70 | 80 | 16 | 64 | | | | | | 64 | |
| 882 | DALLAS | DALLAS | GREENVILLE AVE | @ ROYAL LN | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | 80 | | | | |
| 882 | DALLAS | DALLAS | GREENVILLE AVE | @ ROYAL LN | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 883 | DALLAS | DALLAS | GREENVILLE AVE | @ SOUTHWESTERN | | INTERSECTION IMPROVEMENTS | 75 | 100 | 20 | 80 | | 80 | | | | | |
| 883 | DALLAS | DALLAS | GREENVILLE AVE | @ SOUTHWESTERN | | INTERSECTION IMPROVEMENTS | 75 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 884 | DALLAS | DALLAS | GREENVILLE AVE | @ UNIVERSITY BLVD | | INTERSECTION IMPROVEMENTS | 70 | 150 | 30 | 120 | | 120 | | | | | |
| 884 | DALLAS | DALLAS | GREENVILLE AVE | @ UNIVERSITY BLVD | | INTERSECTION IMPROVEMENTS | 70 | 150 | 30 | 120 | | | | 18 | | | 102 |
| 885 | DALLAS | DALLAS | GREENVILLE AVE | @ WALNUT HILL | | INTERSECTION IMPROVEMENTS | 70 | 150 | 30 | 120 | | | 120 | | | | |
| 885 | DALLAS | DALLAS | GREENVILLE AVE | @ WALNUT HILL | | INTERSECTION IMPROVEMENTS | 70 | 150 | 30 | 120 | | | | 18 | | | 102 |
| 887 | DALLAS | DALLAS | LOOP 354 (HARRY HINES BLVD) | @ MOCKINGBIRD | | INTERSECTION IMPROVEMENTS (LOCAL FUNDS) | 70 | 80 | 80 | 0 | 0 | | | | | | |
| 887 | DALLAS | DALLAS | LOOP 354 (HARRY HINES BLVD) | @ MOCKINGBIRD | | INTERSECTION IMPROVEMENTS (LOCAL FUNDS) | 70 | 80 | 80 | 0 | 0 | | | | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
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| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 898 | DALLAS | DALLAS | HARVEST HILL RD | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | 40 | | | | |
| 896 | DALLAS | DALLAS | HARVEST HILL RD | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | | 8 | | | 34 |
| 914 | DALLAS | DALLAS | INWOOD RD | @ IRVING BLVD | | INTERSECTION IMPROVEMENTS | 80 | 150 | 30 | 120 | | | | | | | 120 |
| 914 | DALLAS | DALLAS | INWOOD RD | @ IRVING BLVD | | INTERSECTION IMPROVEMENTS | 80 | 144 | 30 | 114 | | | | 12 | | | 102 |
| 917 | DALLAS | DALLAS | INWOOD RD | @ MAPLE AVE | | INTERSECTION IMPROVEMENTS | 70 | 130 | 26 | 104 | | 104 | | | | | |
| 917 | DALLAS | DALLAS | INWOOD RD | @ MAPLE AVE | | INTERSECTION IMPROVEMENTS | 70 | 130 | 26 | 104 | | | | 16 | | | 88 |
| 925 | DALLAS | DALLAS | JOSEY LN | @ IH 635 | | INTERSECTION IMPROVEMENTS | 75 | 29 | 6 | 23 | | | | 23 | | | |
| 925 | DALLAS | DALLAS | JOSEY LN | @ IH 635 | | INTERSECTION IMPROVEMENTS | 75 | 29 | 6 | 23 | | | | 3 | | | 20 |
| 931 | DALLAS | DALLAS | IH 635 | @ MARSH LN | | INTERSECTION IMPROVEMENTS | 75 | 200 | 40 | 160 | | | 20 | 140 | | | |
| 931 | DALLAS | DALLAS | IH 635 | @ MARSH LN | | INTERSECTION IMPROVEMENTS | 75 | 200 | 40 | 160 | | | | 32 | 48 | 80 | |
| 932 | DALLAS | DALLAS | IH 635 | @ MIDWAY | | INTERSECTION IMPROVEMENTS | 60 | 500 | 100 | 400 | | | | | | | 400 |
| 932 | DALLAS | DALLAS | IH 635 | @ MIDWAY | | INTERSECTION IMPROVEMENTS (SEE STP-MM 12 | 63 | 2500 | 100 | 2400 | | | | 100 | 300 | 2000 | |
| 934 | DALLAS | DALLAS | IH 635 | @ PRESTON RD | | INTERSECTION IMPROVEMENTS | 75 | 350 | 70 | 280 | | | 30 | 125 | 125 | | |
| 934 | DALLAS | DALLAS | IH 635 | @ PRESTON RD | | INTERSECTION IMPROVEMENTS | 75 | 350 | 70 | 280 | | | | 56 | 84 | 140 | |
| 951 | DALLAS | DALLAS | LIVE OAK ST | @ ROSS AVE | | INTERSECTION IMPROVEMENTS | 70 | 108 | 22 | 86 | | | 66 | | | | |
| 951 | DALLAS | DALLAS | LIVE OAK ST | @ ROSS AVE | | INTERSECTION IMPROVEMENTS | 70 | 108 | 22 | 86 | | | | 13 | | | 73 |
| 955 | DALLAS | DALLAS | MAPLE AVE | @ WYCLIFF AVE | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | 80 | | | | |
| 955 | DALLAS | DALLAS | MAPLE AVE | @ WYCLIFF AVE | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 961 | DALLAS | DALLAS | MCCREE RD | @ NORTHWEST HWY | | INTERSECTION IMPROVEMENTS | 70 | 150 | 30 | 120 | | | | 120 | | | |
| 961 | DALLAS | DALLAS | MCCREE RD | @ NORTHWEST HWY | | INTERSECTION IMPROVEMENTS | 70 | 150 | 30 | 120 | | | | 18 | | | 102 |
| 968 | DALLAS | DALLAS | MOCKINGBIRD LN | @ N ROCKAWAY | | INTERSECTION IMPROVEMENTS | 70 | 30 | 6 | 24 | | | 24 | | | | |
| 968 | DALLAS | DALLAS | MOCKINGBIRD LN | @ N ROCKAWAY | | INTERSECTION IMPROVEMENTS | 70 | 30 | 6 | 24 | | | | 4 | | | 20 |
| 970 | DALLAS | DALLAS | MOCKINGBIRD LN | @ YOSEMITE LN | | INTERSECTION IMPROVEMENTS | 70 | 30 | 6 | 24 | | | 24 | | | | |
| 970 | DALLAS | DALLAS | MOCKINGBIRD LN | @ YOSEMITE LN | | INTERSECTION IMPROVEMENTS | 70 | 30 | 6 | 24 | | | | 4 | | | 20 |
| 973 | DALLAS | DALLAS | MOTOR ST | @ LOOP 354 (HARRY HINES BLVD) | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | | 40 | | | |
| 973 | DALLAS | DALLAS | MOTOR ST | @ LOOP 354 (HARRY HINES BLVD) | | INTERSECTION IMPROVEMENTS | 70 | 50 | 10 | 40 | | | | | 40 | | |
| 975 | DALLAS | DALLAS | NOEL RD | @ SPRING VALLEY | | INTERSECTION IMPROVEMENTS | 70 | 150 | 30 | 120 | | | | 120 | | | |
| 975 | DALLAS | DALLAS | NOEL RD | @ SPRING VALLEY | | INTERSECTION IMPROVEMENTS | 70 | 150 | 30 | 120 | | | | 18 | | | 102 |
| 978 | DALLAS | DALLAS | NORTHWEST HWY | @ EXECUTIVE DR | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 80 | | | |
| 978 | DALLAS | DALLAS | NORTHWEST HWY | @ EXECUTIVE DR | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 12 | | | 68 |
| 1211 | TXDOT/DART | DALLAS | US 67 | IH 35E | IH 20 | HOV (W/WIDENING) | 70 | 6672 | 1112 | 5560 | | | | 5560 | | | |
| 1211 | TXDOT/DART | DALLAS | US 67 | IH 35E | IH 20 | HOV (W/WIDENING) | 70 | 6672 | 1112 | 5560 | | | | | 5560 | | |
| 2207 | DALLAS COUNTY | DALLAS | SH 289 (PRESTON) | @ BELT LINE RD | | INTERSECTION IMPROVEMENTS | 75 | 1500 | 300 | 1200 | | | | | 1200 | | |
| 2207 | DALLAS COUNTY | DALLAS | SH 289 (PRESTON) | @ BELT LINE RD | | INTERSECTION IMPROVEMENTS | 75 | 1500 | 300 | 1200 | | | | | | 1200 | |
| 2216 | DALLAS COUNTY | DALLAS | SH 356 (IRVING BLVD) | @ MOCKINGBIRD LN | | INTERSECTION IMPROVEMENTS | 64 | 800 | 160 | 640 | | | | 640 | | | |
| 2216 | DALLAS COUNTY | DALLAS | SH 356 (IRVING BLVD) | @ MOCKINGBIRD LN | | INTERSECTION IMPROVEMENTS | 64 | 800 | 160 | 640 | | | | | 640 | | |
| 2218 | DALLAS COUNTY | DALLAS | KELLER SPRINGS | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 80 | 200 | 40 | 160 | | | | | 160 | | |
| 2218 | DALLAS COUNTY | DALLAS | KELLER SPRINGS | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 80 | 200 | 40 | 160 | | | | | 160 | | |

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## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2219A | DALLAS | DALLAS | LOOP 12 (NORTHWEST HWY) | SH 114 | IH 635 | INTERSECTION IMPROVEMENTS (24) (IMMEDIATE | 80 | 2763 | 553 | 2210 | | | | 724 | 1486 | | |
| 2219A | DALLAS | DALLAS | LOOP 12 (NORTHWEST HWY) | SH 114 | IH 635 | INTERSECTION IMPROVEMENTS (24) (IMMEDIATE | 80 | 2763 | 553 | 2210 | | | | | | 724 | 1486 |
| 2219B | DALLAS | DALLAS | LOOP 12 (NORTHWEST HWY) | SH 114 | IH 635 | INTERSECTION IMPROVEMENTS (10) (SHORT-TE | 80 | 8488 | 1698 | 6790 | | | | | | | 6790 |
| 2219B | DALLAS | DALLAS | LOOP 12 (NORTHWEST HWY) | SH 114 | IH 635 | INTERSECTION IMPROVEMENTS (10) (SHORT-TE | 80 | 8488 | 1698 | 6790 | | | | | | | 6790 |
| 2222 | DALLAS COUNTY | DALLAS | SPRING VALLEY | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 80 | 270 | 54 | 216 | | | 20 | 90 | 106 | | |
| 2222 | DALLAS COUNTY | DALLAS | SPRING VALLEY | @ SH 289 (PRESTON RD) | | INTERSECTION IMPROVEMENTS | 80 | 270 | 54 | 216 | | | | 20 | 90 | 106 | |
| 2262 | DALLAS COUNTY | DALLAS | ROYAL LN | @ DALLAS NORTH TOLLWAY | | INTERSECTION IMPROVEMENTS | 80 | 108 | 22 | 86 | | | | 86 | | | |
| 2262 | DALLAS COUNTY | DALLAS | ROYAL LN | @ DALLAS NORTH TOLLWAY | | INTERSECTION IMPROVEMENTS | 80 | 108 | 22 | 86 | | | | 13 | | | 73 |
| 2446 | DENTON COUNTY | DALLAS | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (3) | 59 | 900 | 180 | 720 | | | | | | | 720 |
| 2446 | DENTON COUNTY | DALLAS | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (3) | 59 | 900 | 180 | 720 | | | | 108 | | | 612 |
| 2448 | DENTON COUNTY | DALLAS | MARSH LN | @ SH 190 | | INTERSECTION IMPROVEMENTS | 65 | 60 | 60 | 0 | | | | | | | 0 |
| 2448 | DENTON COUNTY | DALLAS | MARSH LN | @ SH 190 | | INTERSECTION IMPROVEMENTS | 65 | 60 | 60 | 0 | | | | | | | 0 |
| 2479 | DART | DALLAS | REUNION ARENA PARKING SUBSIDY | | | TDM (FTA) | 68 | 148 | 30 | 118 | 59 | | 59 | | | | |
| 2479 | DART | DALLAS | REUNION ARENA PARKING SUBSIDY | | | TDM (FTA) | 68 | 148 | 30 | 118 | 118 | | | | | | |
| 2612 | TXDOT/DART | DALLAS | IH 30 (E RLT) | DOLPHIN RD | JIM MILLER RD | HOV | 90 | 5352 | 550 | 4802 | 2376 | | 2426 | | | | |
| 2612 | TXDOT/DART | DALLAS | IH 30 (E RLT) | DOLPHIN RD | JIM MILLER RD | HOV | 90 | 4785 | 550 | 4235 | 4235 | | | | | | |
| 2783 | TXDOT/DART | DALLAS | IH 35E (S RLT) | S OF US 67 | INDUSTRIAL BLVD | HOV | 95 | 10640 | 1640 | 9000 | | | | 9000 | | | |
| 2783 | TXDOT/DART | DALLAS | IH 35E (S RLT) | S OF US 67 | INDUSTRIAL BLVD | HOV | 95 | 10640 | 1640 | 9000 | | | | | 1000 | 8000 | |
| 2784 | TXDOT/DART | DALLAS | IH 30 (E RLT) | @ FERGUSON | | HOV | 74 | 3600 | 600 | 3000 | | | | 3000 | | | |
| 2784 | TXDOT/DART | DALLAS | IH 30 (E RLT) | @ FERGUSON | | HOV | 74 | 3600 | 600 | 3000 | | | | | 3000 | | |
| 2787 | TXDOT/DART | DALLAS | IH 30 (E RLT) | @ IH 45 | | HOV | 85 | 308 | 51 | 257 | 257 | | | | | | |
| 2787 | TXDOT/DART | DALLAS | IH 30 (E RLT) | @ IH 45 | | HOV | 85 | 308 | 51 | 257 | 257 | | | | | | |
| 2796 | TXDOT/DART | DALLAS | MOCKINGBIRD LN | @ LOOP 354 (HARRY HINES BLVD) | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 75 | 1125 | 625 | 500 | | | | 500 | | | |
| 2796 | TXDOT/DART | DALLAS | MOCKINGBIRD LN | @ LOOP 354 (HARRY HINES BLVD) | | INTERSECTION IMPROVEMENTS (TRANSIT PASS) | 75 | 1125 | 625 | 500 | | | | | 500 | | |
| 2799 | TXDOT/DART | DALLAS | IH 635 (LBJ) | US 75 | IH 35E | HOV | 70 | 16799 | 2799 | 14000 | | | 14000 | | | | |
| 2799 | TXDOT/DART | DALLAS | IH 635 (LBJ) | US 75 | IH 35E | HOV | 70 | 16799 | 2799 | 14000 | 14000 | | | | | | |
| 2816 | TXDOT-DALLAS | DALLAS | IH 30 FRTG RD | @ LOOP 12 | | SIGNAL IMPROVEMENTS (CANCELLED) | 70 | 0 | 0 | 0 | | | | X | | | |
| 2816 | TXDOT-DALLAS | DALLAS | IH 30 FRTG RD | @ LOOP 12 | | SIGNAL IMPROVEMENTS (CANCELLED) | 70 | 0 | 0 | 0 | | | | X | | | |
| 2867 | TXDOT-DALLAS | DALLAS | SH 289 | @ CAMPBELL RD | | INTERSECTION IMPROVEMENTS | 64 | 2000 | 0 | 2000 | | | | | | | 2000 |
| 2867 | TXDOT-DALLAS | DALLAS | SH 289 | @ CAMPBELL RD | | INTERSECTION IMPROVEMENTS | 64 | 2000 | 0 | 2000 | | | | 300 | | | 1700 |
| 2871 | TXDOT-DALLAS | DALLAS | IH 45 | @ SIMPSON STUART ST | | SIGNAL IMPROVEMENTS | 93 | 88 | 0 | 88 | 88 | | | | | | |
| 2871 | TXDOT-DALLAS | DALLAS | IH 45 | @ SIMPSON STUART ST | | SIGNAL IMPROVEMENTS | 93 | 104 | 0 | 104 | 104 | | | | | | |
| 3082 | TXDOT-DALLAS | DALLAS | FOREST LN | @ IH 635 & | @ AUDELIA | SIGNAL IMPROVEMENTS (2) | 80 | 48 | 0 | 48 | 48 | | | | | | |
| 3082 | TXDOT-DALLAS | DALLAS | FOREST LN | @ IH 635 & | @ AUDELIA | SIGNAL IMPROVEMENTS (2) | 80 | 48 | 0 | 48 | 48 | | | | | | |
| 3086 | TXDOT-DALLAS | DALLAS | SKILLMAN | MERRIMAN | IH 635 | SIGNAL IMPROVEMENTS (5) | 80 | 242 | 108 | 134 | 134 | | | | | | |
| 3086 | TXDOT-DALLAS | DALLAS | SKILLMAN | MERRIMAN | IH 635 | SIGNAL IMPROVEMENTS (5) | 80 | 242 | 108 | 134 | 134 | | | | | | |
| 3088 | TXDOT-DALLAS | DALLAS | PLANO RD | AT @ SF RR | FOREST LN | SIGNAL IMPROVEMENTS | 85 | 208 | 0 | 208 | 208 | | | | | | |
| 3088 | TXDOT-DALLAS | DALLAS | PLANO RD | AT @ SF RR | FOREST LN | SIGNAL IMPROVEMENTS | 85 | 208 | 0 | 208 | 208 | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4071 | DALLAS | DALLAS | CBD BIKE PARKING | | | BIKEWAY | 97 | 18 | 7 | 11 | | | 11 | | | | |
| 4071 | DALLAS | DALLAS | CBD BIKE PARKING | | | BIKEWAY | 97 | 18 | 7 | 11 | | | | 11 | | | |
| 4072 | DALLAS | DALLAS | ROUTE SIGNS | | | BIKEWAY | 60 | 26 | 12 | 14 | | | | | 14 | | |
| 4072 | DALLAS | DALLAS | ROUTE SIGNS | | | BIKEWAY | 60 | 26 | 12 | 14 | | | | | 14 | | |
| 4074 | DALLAS | DALLAS | REGAL ROW | @ IH 35E (STEMMONS FRWY) | | INTERSECTION IMPROVEMENTS (SEE 666) | 63 | 500 | 100 | 400 | | | 400 | | | | |
| 4074 | DALLAS | DALLAS | REGAL ROW | @ IH 35E (STEMMONS FRWY) | | INTERSECTION IMPROVEMENTS (SEE 666) | 63 | 500 | 100 | 400 | | | | | 400 | | |
| 4075 | DALLAS | DALLAS | REGAL ROW | @ SH 183 | | INTERSECTION IMPROVEMENTS (SEE 666) | 63 | 507 | 101 | 406 | | | 406 | | | | |
| 4075 | DALLAS | DALLAS | REGAL ROW | @ SH 183 | | INTERSECTION IMPROVEMENTS (SEE 666) | 63 | 507 | 101 | 406 | | | | | 406 | | |
| 4076 | DALLAS | DALLAS | MOCKINGBIRD LN | SH 183 | IH 35E (STEMMONS) | INTERSECTION IMPROVEMENTS | 68 | 605 | 121 | 484 | | | | | 484 | | |
| 4076 | DALLAS | DALLAS | MOCKINGBIRD LN | SH 183 | IH 35E (STEMMONS) | INTERSECTION IMPROVEMENTS | 68 | 605 | 121 | 484 | 48 | | | | 436 | | |
| 4077 | DALLAS | DALLAS | SH 289 (PRESTON) | @ IH 635 (LBJ FRWY) | | INTERSECTION IMPROVEMENTS | 73 | 250 | 50 | 200 | | | | | 200 | | |
| 4077 | DALLAS | DALLAS | SH 289 (PRESTON) | @ IH 635 (LBJ FRWY) | | INTERSECTION IMPROVEMENTS | 73 | 250 | 50 | 200 | | | | | 200 | | |
| 4203 | TX INSTRUMENTS | DALLAS | BIKE STORAGE | | | BIKEWAY | 85 | 40 | 20 | 20 | | | 20 | | | | |
| 4203 | TX INSTRUMENTS | DALLAS | BIKE STORAGE | | | BIKEWAY | 85 | 40 | 20 | 20 | | | | 20 | | | |
| 871 | DALLAS | DALLAS/GARLAND | GARLAND | @ IH 635 | | INTERSECTION IMPROVEMENTS | 75 | 50 | 10 | 40 | | | | | 40 | | |
| 871 | DALLAS | DALLAS/GARLAND | GARLAND | @ IH 635 | | INTERSECTION IMPROVEMENTS | 75 | 50 | 10 | 40 | | | | | 40 | | |
| 1044 | DENTON | DENTON | VARIOUS LOCATIONS | CITYWIDE | | CORRIDOR IMPROVEMENTS (9) | 65 | 485 | 97 | 388 | | 170 | | 60 | | | 158 |
| 1044 | DENTON | DENTON | VARIOUS LOCATIONS | CITYWIDE | | CORRIDOR IMPROVEMENTS (9) | 65 | 485 | 97 | 388 | 140 | | | 79 | 175 | | |
| 1045 | DENTON | DENTON | US 380 | IH 35E | LOOP 288 | CORRIDOR IMPROVEMENTS (13) (TXDOT SPLIT) | 75 | 50 | 0 | 50 | | | 50 | | | | |
| 1045 | DENTON | DENTON | US 380 | IH 35E | LOOP 288 | CORRIDOR IMPROVEMENTS (13) (TXDOT SPLIT) | 75 | 50 | 0 | 50 | 24 | | | 26 | | | |
| 1048 | DENTON | DENTON | CARROLL | @ US 380 | | INTERSECTION IMPROVEMENTS | 75 | 20 | 4 | 16 | | 16 | | | | | |
| 1048 | DENTON | DENTON | CARROLL | @ US 380 | | INTERSECTION IMPROVEMENTS | 75 | 20 | 4 | 16 | | | | 16 | | | |
| 1051 | DENTON | DENTON | WILLOW SPRINGS | @ US 77 | | INTERSECTION IMPROVEMENTS | 75 | 15 | 3 | 12 | | 12 | | | | | |
| 1051 | DENTON | DENTON | WILLOW SPRINGS | @ US 77 | | INTERSECTION IMPROVEMENTS | 75 | 15 | 3 | 12 | | | | 12 | | | |
| 1052 | DENTON | DENTON | EAGLE | @ BERNARD | | INTERSECTION IMPROVEMENTS (L TURN LNS) | 59 | 125 | 25 | 100 | | 100 | | | 0 | | |
| 1052 | DENTON | DENTON | EAGLE | @ BERNARD | | INTERSECTION IMPROVEMENTS (L TURN LNS) | 59 | 125 | 25 | 100 | | 0 | | | 100 | | |
| 1081 | DENTON | DENTON | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (3) (TURN LANES | 70 | 75 | 15 | 60 | | | 60 | | | | |
| 1081 | DENTON | DENTON | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (3) (TURN LANES | 70 | 75 | 15 | 60 | | | | 60 | | X | |
| 1264 | DENTON | DENTON | BELL | @ FM 426 (MCKINNEY) | | INTERSECTION IMPROVEMENTS | 70 | 15 | 3 | 12 | | 12 | | | | | |
| 1264 | DENTON | DENTON | BELL | @ FM 426 (MCKINNEY) | | INTERSECTION IMPROVEMENTS | 70 | 15 | 3 | 12 | | | | 12 | | | |
| 2898 | TXDOT-DALLAS | DENTON | US 77 | RIO GRANDE | TEASLEY | INTERSECTION IMPROVEMENTS | 75 | 30 | 5 | 25 | 25 | | | | | | |
| 2898 | TXDOT-DALLAS | DENTON | US 77 | RIO GRANDE | TEASLEY | INTERSECTION IMPROVEMENTS | 75 | 30 | 5 | 25 | 25 | | | | | | |
| 3016 | TXDOT-DALLAS | DENTON | LOOP 288 | @ COLORADO | | SIGNAL IMPROVEMENTS | 75 | 92 | 0 | 92 | 92 | | | | | | |
| 3016 | TXDOT-DALLAS | DENTON | LOOP 288 | @ COLORADO | | SIGNAL IMPROVEMENTS | 75 | 92 | 0 | 92 | 92 | | | | | | |
| 3018 | TXDOT-DALLAS | DENTON | LOOP 288 | @ US 380 | | SIGNAL IMPROVEMENTS (CANCELLED) | 75 | 0 | 0 | 0 | | | X | | | | |
| 3018 | TXDOT-DALLAS | DENTON | LOOP 288 | @ US 380 | | SIGNAL IMPROVEMENTS (CANCELLED) | 75 | 0 | 0 | 0 | | | X | | | | |
| 4085 | DENTON | DENTON | US 377 | @ IH 35E | | INTERSECTION IMPROVEMENTS | 80 | 55 | 25 | 30 | | | | 30 | | | |
| 4085 | DENTON | DENTON | US 377 | @ IH 35E | | INTERSECTION IMPROVEMENTS | 80 | 55 | 25 | 30 | | | | 30 | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4086 | DENTON | DENTON | FM 426 | @ MAYHILL | | SIGNAL IMPROVEMENTS | 65 | 76 | 35 | 41 | | | 41 | | | | |
| 4086 | DENTON | DENTON | FM 426 | @ MAYHILL | | SIGNAL IMPROVEMENTS | 65 | 76 | 35 | 41 | | | | 41 | | | |
| 4087 | DENTON | DENTON | IH 35E | @ MCCORMICK | | SIGNAL IMPROVEMENTS | 65 | 120 | 55 | 65 | | | | 65 | | | |
| 4087 | DENTON | DENTON | IH 35E | @ MCCORMICK | | SIGNAL IMPROVEMENTS | 65 | 120 | 55 | 65 | | | | 65 | | | |
| 4088 | DENTON | DENTON | US 380 | @ MALONE, BONNIE BRAE, CARROLL, & FULTON | | INTERSECTION IMPROVEMENTS (4) | 77 | 170 | 44 | 126 | | | | 126 | | | |
| 4088 | DENTON | DENTON | US 380 | @ MALONE, BONNIE BRAE, CARROLL, & FULTON | | INTERSECTION IMPROVEMENTS (4) | 77 | 170 | 44 | 126 | | | | | 126 | | |
| 4089 | DENTON | DENTON | VARIOUS LOCATIONS | ON OAK (2), HICKORY (3), AND FM 2164 | | SIGNAL IMPROVEMENTS (6) | 72 | 126 | 33 | 93 | | | | | | | 93 |
| 4089 | DENTON | DENTON | VARIOUS LOCATIONS | ON OAK (2), HICKORY (3), AND FM 2164 | | SIGNAL IMPROVEMENTS (6) | 72 | 126 | 33 | 93 | | | | | | | 93 |
| 4090 | DENTON | DENTON | LOOP 288 | @ KINGS ROW | | INTERSECTION IMPROVEMENTS | 63 | 200 | 42 | 158 | | | | | 158 | | |
| 4090 | DENTON | DENTON | LOOP 288 | @ KINGS ROW | | INTERSECTION IMPROVEMENTS | 63 | 200 | 42 | 158 | | | | | | 158 | |
| 4091 | DENTON | DENTON | IH 35 | @ US 380 | | INTERSECTION IMPROVEMENTS | 60 | 100 | 20 | 80 | | | | | | | 80 |
| 4091 | DENTON | DENTON | IH 35 | @ US 380 | | INTERSECTION IMPROVEMENTS | 60 | 100 | 20 | 80 | | | | 80 | | | |
| 4092 | DENTON | DENTON | LOOP 288 | @ US 380 | | SIGNAL IMPROVEMENTS | 60 | 55 | 11 | 44 | | | | | | | 44 |
| 4092 | DENTON | DENTON | LOOP 288 | @ US 380 | | SIGNAL IMPROVEMENTS | 60 | 55 | 11 | 44 | | | | | | | 44 |
| 4097 | DENTON | DENTON | SPAN TRANSIT FARE PROGRAM | | | OZONE ALERT (FTA) | 70 | 30 | 15 | 15 | 5 | | 5 | 5 | | | |
| 4097 | DENTON | DENTON | SPAN TRANSIT FARE PROGRAM | | | OZONE ALERT (FTA) | 70 | 30 | 15 | 15 | 5 | | | 10 | | | |
| 2989 | TXDOT-DALLAS | DESOTO | FM 1382 | @ WESTMORELAND RD | | SIGNAL IMPROVEMENTS (CANCELLED) | 69 | 0 | 0 | 0 | | | | | | | X |
| 2989 | TXDOT-DALLAS | DESOTO | FM 1382 | @ WESTMORELAND RD | | SIGNAL IMPROVEMENTS (CANCELLED) | 69 | 0 | 0 | 0 | | | | | | | X |
| 3096 | DALLAS COUNTY | DESOTO | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (4) | 85 | 104 | 21 | 83 | | 83 | | | | | |
| 3096 | DALLAS COUNTY | DESOTO | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (4) | 85 | 104 | 21 | 83 | | | | | 83 | | |
| 4101 | DESOTO | DESOTO | PLEASANT RUN RD | @ CHATTEY RD | | INTERSECTION IMPROVEMENTS | 77 | 120 | 49 | 71 | | | | | 71 | | |
| 4101 | DESOTO | DESOTO | PLEASANT RUN RD | @ CHATTEY RD | | INTERSECTION IMPROVEMENTS | 77 | 120 | 49 | 71 | | | | | | 71 | |
| 4102 | DESOTO | DESOTO | WINTERGREEN RD | @ POLK ST | | INTERSECTION IMPROVEMENTS | 77 | 110 | 45 | 65 | | | | 65 | | | |
| 4102 | DESOTO | DESOTO | WINTERGREEN RD | @ POLK ST | | INTERSECTION IMPROVEMENTS | 77 | 110 | 45 | 65 | | | | 65 | | | |
| 4103 | DESOTO | DESOTO | FM 1382 (BELT LINE RD) | @ POLK ST | | INTERSECTION IMPROVEMENTS | 60 | 140 | 57 | 83 | | | | 83 | | | |
| 4103 | DESOTO | DESOTO | FM 1382 (BELT LINE RD) | @ POLK ST | | INTERSECTION IMPROVEMENTS | 60 | 140 | 57 | 83 | | | | | | 83 | |
| 4104 | DESOTO | DESOTO | HAMPTON RD | @ CENTRE PARK BLVD | | SIGNAL IMPROVEMENTS | 72 | 80 | 33 | 47 | | | | | | | 47 |
| 4104 | DESOTO | DESOTO | HAMPTON RD | @ CENTRE PARK BLVD | | SIGNAL IMPROVEMENTS | 72 | 80 | 33 | 47 | | | | 47 | | | |
| 4106 | DESOTO | DESOTO | PLEASANT RUN RD | @ COCKRELL HILL RD | | SIGNAL IMPROVEMENTS | 67 | 80 | 33 | 47 | | | | | | | 47 |
| 4106 | DESOTO | DESOTO | PLEASANT RUN RD | @ COCKRELL HILL RD | | SIGNAL IMPROVEMENTS | 67 | 80 | 33 | 47 | | | | 47 | | | |
| 4282 | TXDOT-DALLAS | DESOTO/LANCAST | IH 35E | @ PLEASANT RUN | | SIGNAL IMPROVEMENTS | 60 | 12 | 0 | 12 | | | | | 12 | | |
| 4282 | TXDOT-DALLAS | DESOTO/LANCAST | IH 35E | @ PLEASANT RUN | | SIGNAL IMPROVEMENTS | 60 | 12 | 0 | 12 | | | | 12 | | | |
| 1212 | DUNCANVILLE | DUNCANVILLE | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (2) | 59 | 135 | 27 | 108 | | 11 | 97 | | | | |
| 1212 | DUNCANVILLE | DUNCANVILLE | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (3) | 59 | 210 | 27 | 183 | | | | 183 | | | |
| 1213 | DUNCANVILLE | DUNCANVILLE | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (5) | 65 | 398 | 80 | 318 | | 110 | | 208 | | | |
| 1213 | DUNCANVILLE | DUNCANVILLE | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (5) | 65 | 398 | 80 | 318 | | | | 318 | | | |
| 1217 | DUNCANVILLE | DUNCANVILLE | WHEATLAND | @ MAIN ST | | INTERSECTION IMPROVEMENTS (LOCAL FUNDS) | 70 | 26 | 26 | 0 | | 0 | | | | | |
| 1217 | DUNCANVILLE | DUNCANVILLE | WHEATLAND | @ MAIN ST | | INTERSECTION IMPROVEMENTS (WILL NOT BE IN | 70 | 26 | 26 | 0 | | 0 | | | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1218 | DUNCANVILLE | DUNCANVILLE | WEST RIDGE | @ CEDAR RIDGE | | INTERSECTION IMPROVEMENTS | 75 | 11 | 11 | 0 | | 0 | | | | | |
| 1218 | DUNCANVILLE | DUNCANVILLE | WEST RIDGE | @ CEDAR RIDGE | | INTERSECTION IMPROVEMENTS (CONSTRUCTED | 75 | 11 | 11 | 0 | | 0 | | | | | |
| 1219 | DUNCANVILLE | DUNCANVILLE | CEDAR RIDGE | @ CAMP WISDOM | | INTERSECTION IMPROVEMENTS | 75 | 16 | 3 | 13 | | 13 | | | | | |
| 1219 | DUNCANVILLE | DUNCANVILLE | CEDAR RIDGE | @ CAMP WISDOM | | INTERSECTION IMPROVEMENTS | 75 | 16 | 3 | 13 | | | | 13 | | | |
| 1222 | DUNCANVILLE | DUNCANVILLE | COCKRELL HILL RD | @ CAMP WISDOM | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | 80 | | | | | |
| 1222 | DUNCANVILLE | DUNCANVILLE | COCKRELL HILL RD | @ CAMP WISDOM | | INTERSECTION IMPROVEMENTS | 70 | 100 | 20 | 80 | | | | 80 | | | |
| 1223 | DUNCANVILLE | DUNCANVILLE | SANTA FE TR | @ WHEATLAND | | INTERSECTION IMPROVEMENTS | 70 | 20 | 4 | 16 | | 16 | | | | | |
| 1223 | DUNCANVILLE | DUNCANVILLE | SANTA FE TR | @ WHEATLAND | | INTERSECTION IMPROVEMENTS | 70 | 20 | 4 | 16 | | | | 16 | | | |
| 3098 | DALLAS COUNTY | DUNCANVILLE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (7) | 80 | 173 | 35 | 138 | | | | 138 | | | |
| 3099 | DALLAS COUNTY | DUNCANVILLE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (7) | 80 | 173 | 35 | 138 | | | | | 138 | | |
| 4264 | TXDOT-DALLAS | DUNCANVILLE | US 67 | @ COCKRELL HILL & | @ DANIELDALE | SIGNAL IMPROVEMENTS (2) | 60 | 24 | 0 | 24 | | | | | 24 | | |
| 4264 | TXDOT-DALLAS | DUNCANVILLE | US 67 | @ COCKRELL HILL & | @ DANIELDALE | SIGNAL IMPROVEMENTS (2) (CANCELLED) | 60 | 0 | 0 | 0 | | | | | X | | |
| 4263 | TXDOT-DALLAS | DUNCANVILLE/DAL | IH 20 | @ CEDAR RIDGE RD | | SIGNAL IMPROVEMENTS | 60 | 12 | 0 | 12 | | | | | 12 | | |
| 4263 | TXDOT-DALLAS | DUNCANVILLE/DAL | IH 20 | @ CEDAR RIDGE RD | | SIGNAL IMPROVEMENTS (CANCELLED) | 60 | 0 | 0 | 0 | | | | | X | | |
| 1248 | FARMERS BRANCH | FARMERS BRANCH | IH 35E | @ VALLEYVIEW & | @ VALWOOD PKWY | INTERSECTION IMPROVEMENTS (2) | 65 | 500 | 100 | 400 | | 200 | | 200 | | | |
| 1248 | FARMERS BRANCH | FARMERS BRANCH | IH 35E | @ VALLEYVIEW & | @ VALWOOD PKWY | INTERSECTION IMPROVEMENTS (2) | 65 | 400 | 0 | 400 | | | | 400 | | | |
| 1254 | FARMERS BRANCH | FARMERS BRANCH | SIGNAL INTERCONNECT | | | SIGNAL IMPROVEMENTS (13) | 75 | 150 | 50 | 100 | 100 | | | | | | |
| 1254 | FARMERS BRANCH | FARMERS BRANCH | SIGNAL INTERCONNECT | | | SIGNAL IMPROVEMENTS (13) | 75 | 150 | 50 | 100 | 100 | | | | | | |
| 4113 | FARMERS BRANCH | FARMERS BRANCH | WEBB CHAPEL RD | @ IH 635/MEDICAL CENTER DR/MAYBROOK DR | | INTERSECTION IMPROVEMENTS (3) | 80 | 250 | 84 | 166 | | | | 166 | | | |
| 4113 | FARMERS BRANCH | FARMERS BRANCH | WEBB CHAPEL RD | @ IH 635/MEDICAL CENTER DR/MAYBROOK DR | | INTERSECTION IMPROVEMENTS (3) | 80 | 250 | 84 | 166 | | | | 25 | | | 141 |
| 4114 | FARMERS BRANCH | FARMERS BRANCH | INCIDENT DETECTION AND RESPONSE | | | IDRS | 70 | 320 | 100 | 220 | | | 220 | | | | |
| 4114 | FARMERS BRANCH | FARMERS BRANCH | INCIDENT DETECTION AND RESPONSE | | | IDRS | 70 | 320 | 100 | 220 | | | | 220 | | | |
| 3000 | TXDOT-DALLAS | FLWR MOUND/LE | FM 1171 | FM 2499 | IH 35E | SIGNAL IMPROVEMENTS (12) | 75 | 843 | 0 | 843 | 843 | | | | | | |
| 3000 | TXDOT-DALLAS | FLWR MOUND/LE | FM 1171 | FM 2499 | IH 35E | SIGNAL IMPROVEMENTS (12) | 75 | 843 | 0 | 843 | 843 | | | | | | |
| 2810 | TXDOT/DART | GARLAND | SH 78 (GARLAND RD) | IH 635 | FOREST LN | CORRIDOR IMPROVEMENTS (4) (TRANSIT PASS) | 75 | 3132 | 1190 | 1942 | | | | 1942 | | | |
| 2810 | TXDOT/DART | GARLAND | SH 78 (GARLAND RD) | IH 635 | FOREST LN | CORRIDOR IMPROVEMENTS (4) (TRANSIT PASS) | 75 | 3132 | 1190 | 1942 | | | | | 1942 | | |
| 2921 | TXDOT-DALLAS | GARLAND | SH 78 | @ FIRST, CASTLE, BUCKINGHAM, & CRIST | | SIGNAL IMPROVEMENTS (4) | 80 | 148 | 0 | 148 | 148 | | | | | | |
| 2921 | TXDOT-DALLAS | GARLAND | SH 78 | @ FIRST, CASTLE, BUCKINGHAM, & CRIST | | SIGNAL IMPROVEMENTS (4) | 80 | 148 | 0 | 148 | 148 | | | | | | |
| 3071 | TXDOT/DART | GARLAND | BELT LINE RD | GARLAND C/L | N IH 30 SERVICE RD | SIGNAL IMPROVEMENTS (2) (TRANSIT PASS) | 75 | 456 | 200 | 256 | | | 256 | | | | |
| 3071 | TXDOT/DART | GARLAND | BELT LINE RD | GARLAND C/L | N IH 30 SERVICE RD | CORRIDOR IMPROVEMENTS (2) (TRANSIT PASS) | 75 | 456 | 200 | 256 | | | | | | | 256 |
| 3083 | TXDOT/DART | GARLAND | FOREST LN | PLANO RD | GARLAND RD | CORRIDOR IMPROVEMENTS (10) (TRANSIT PASS) | 69 | 700 | 350 | 350 | | | | 350 | | | |
| 3083 | TXDOT/DART | GARLAND | FOREST LN | PLANO RD | GARLAND RD | CORRIDOR IMPROVEMENTS (10) (TRANSIT PASS) | 69 | 700 | 350 | 350 | | | | | 350 | | |
| 3089 | TXDOT/DART | GARLAND | PLANO RD | BUCKINGHAM | FOREST LN | SIGNAL IMPROVEMENTS (5) (TRANSIT PASS) | 80 | 778 | 350 | 428 | | | | 428 | | | |
| 3089 | TXDOT/DART | GARLAND | PLANO RD | BUCKINGHAM | FOREST LN | CORRIDOR IMPROVEMENTS (5) (SEE 4152) (TRAN | 80 | 778 | 350 | 428 | | | | | 428 | | |
| 3100 | DALLAS COUNTY | GARLAND | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (39) | 80 | 500 | 100 | 400 | | | | 400 | | | |
| 3100 | DALLAS COUNTY | GARLAND | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (131) | 80 | 500 | 100 | 400 | | | | 236 | | | 164 |
| 4150 | GARLAND | GARLAND | FIRST ST | @ SH 78 (LAVON DR) | | INTERSECTION IMPROVEMENTS | 77 | 55 | 14 | 41 | | | | 41 | | | |
| 4150 | GARLAND | GARLAND | FIRST ST | @ SH 78 (LAVON DR) | | INTERSECTION IMPROVEMENTS | 77 | 55 | 14 | 41 | | | | | | | 41 |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4151 | GARLAND | GARLAND | IH 635 SB ENTRANCE RAMP | @ CENTERVILLE | | INTERSECTION IMPROVEMENTS | 77 | 160 | 42 | 118 | | | | 118 | | | |
| 4151 | GARLAND | GARLAND | IH 635 SB ENTRANCE RAMP | @ CENTERVILLE | | INTERSECTION IMPROVEMENTS | 77 | 160 | 42 | 118 | | | | 18 | | | 100 |
| 4152 | GARLAND | GARLAND | PLANO RD | @ BUCKINGHAM RD (WESTBOUND) | | INTERSECTION IMPROVEMENTS | 67 | 147 | 38 | 109 | | | | | 109 | | |
| 4152 | GARLAND | GARLAND | PLANO RD | @ BUCKINGHAM RD | | INTERSECTION IMPROVEMENTS (SEE 3089) | 67 | 147 | 38 | 109 | | | | | 109 | | |
| 1497 | GRAND PRAIRIE | GRAND PRAIRIE | FM 1382 (6TH/8TH ST) | HUNTER-FERRELL RD | IH 20 | SIGNAL IMPROVEMENTS (11) | 76 | 667 | 371 | 296 | | | | 296 | | | |
| 1497 | GRAND PRAIRIE | GRAND PRAIRIE | FM 1382 (6TH/8TH ST) | HUNTER-FERRELL RD | IH 20 | SIGNAL IMPROVEMENTS (11) | 76 | 667 | 371 | 296 | | | | 64 | 60 | | 172 |
| 1510 | GRAND PRAIRIE | GRAND PRAIRIE | CARRIER PKWY | | | SIGNAL IMPROVEMENTS (18) | 70 | 1109 | 570 | 539 | | | 200 | 339 | | | |
| 1510 | GRAND PRAIRIE | GRAND PRAIRIE | CARRIER PKWY | | | SIGNAL IMPROVEMENTS (18) | 70 | 1109 | 570 | 539 | | | | | 148 | | 393 |
| 1528 | GRAND PRAIRIE | GRAND PRAIRIE | BELT LINE RD | SH 180 | HUNTER-FERRELL | SIGNAL IMPROVEMENTS (9) | 76 | 236 | 118 | 118 | | | 118 | | | | |
| 1528 | GRAND PRAIRIE | GRAND PRAIRIE | BELT LINE RD | SH 180 | HUNTER-FERRELL | SIGNAL IMPROVEMENTS (9) | 76 | 236 | 118 | 118 | | | | 18 | | | 100 |
| 1529A | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (6) | 66 | 900 | 270 | 630 | | 400 | | 230 | | | |
| 1529A | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (6) | 66 | 900 | 270 | 630 | | | | 316 | 315 | | |
| 1558 | GRAND PRAIRIE | GRAND PRAIRIE | SPUR 303 | 14 TH | WEST FRWY/FUTURE SH 161 | SIGNAL IMPROVEMENTS | 65 | 363 | 200 | 163 | | | 163 | | | | |
| 1558 | GRAND PRAIRIE | GRAND PRAIRIE | SPUR 303 | 14 TH | WEST FRWY/FUTURE SH 161 | SIGNAL IMPROVEMENTS | 65 | 363 | 200 | 163 | | | | 163 | | | |
| 1559 | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (4) | 76 | 585 | 240 | 345 | | | 345 | | | | |
| 1559 | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (4) | 76 | 585 | 240 | 345 | | | | 345 | | | |
| 1560 | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | CITYWIDE | | SIGNAL IMPROVEMENTS (10) | 65 | 740 | 222 | 518 | 100 | 100 | | 318 | | | |
| 1560 | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | CITYWIDE | | SIGNAL IMPROVEMENTS (10) | 65 | 740 | 222 | 518 | | | | 170 | 173 | 175 | |
| 1562 | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (6) | 75 | 569 | 140 | 429 | | | | | | | 429 |
| 1562 | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (6) | 75 | 569 | 140 | 429 | | | | 429 | | | |
| 3101 | DALLAS COUNTY | GRAND PRAIRIE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (42) | 85 | 1198 | 240 | 958 | | | 58 | 400 | | | 500 |
| 3101 | DALLAS COUNTY | GRAND PRAIRIE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (42) | 85 | 1198 | 240 | 958 | | | | 287 | 300 | 371 | |
| 4160 | GRAND PRAIRIE | GRAND PRAIRIE | CITYWIDE INCIDENT DETECTION PROGRAM | | | IDRS | 65 | 300 | 76 | 226 | | | | 226 | | | |
| 4160 | GRAND PRAIRIE | GRAND PRAIRIE | CITYWIDE INCIDENT DETECTION PROGRAM | | | IDRS | 65 | 300 | 76 | 226 | | | | 226 | | | |
| 4161 | GRAND PRAIRIE | GRAND PRAIRIE | LONE STAR PARK TRAFFIC MANAGEMENT PROGRAM | | | TRAFFIC MANAGEMENT | 68 | 1500 | 300 | 1200 | | | | 600 | 600 | | |
| 4161 | GRAND PRAIRIE | GRAND PRAIRIE | LONE STAR PARK TRAFFIC MANAGEMENT PROGRAM | | | TRAFFIC MANAGEMENT | 68 | 1500 | 300 | 1200 | | | | 600 | | | 600 |
| 1680 | IRVING | IRVING | VARIOUS LOCATIONS | ON SH 161 FRTG RDS | | SIGNAL IMPROVEMENTS (4) | 65 | 450 | 90 | 360 | 360 | | | | | | |
| 1680 | IRVING | IRVING | VARIOUS LOCATIONS | ON SH 161 FRTG RDS | | SIGNAL IMPROVEMENTS (4) | 65 | 450 | 90 | 360 | 360 | | | | | | |
| 2931 | TXDOT-DALLAS | IRVING | SH 114 FRTG RDS | @ WINGREN, ROCHELLE | & HIDDEN RIDGE | SIGNAL IMPROVEMENTS (3) (CONSTRUCTED) | 69 | 0 | 0 | 0 | X | | | | | | |
| 2931 | TXDOT-DALLAS | IRVING | SH 114 FRTG RDS | @ WINGREN, ROCHELLE | & HIDDEN RIDGE | SIGNAL IMPROVEMENTS (3) (CONSTRUCTED) | 69 | 0 | 0 | 0 | X | | | | | | |
| 3102 | DALLAS COUNTY | IRVING | VARIOUS LOCATIONS | ON BELT LINE RD | | SIGNAL IMPROVEMENTS (19) (PASS) | 85 | 21 | 4 | 17 | | | 17 | | | | |
| 3102 | DALLAS COUNTY | IRVING | VARIOUS LOCATIONS | ON BELT LINE RD | | SIGNAL IMPROVEMENTS (19) (PASS) | 85 | 21 | 4 | 17 | | | | | 17 | | |
| 4165 | IRVING | IRVING | BELT LINE RD | SH 183 | STRAIGHT ST | SIGNAL IMPROVEMENTS | 73 | 140 | 30 | 110 | | | | | 110 | | |
| 4165 | IRVING | IRVING | BELT LINE RD | SH 183 | STRAIGHT ST | SIGNAL IMPROVEMENTS | 73 | 140 | 30 | 110 | | | | | 110 | | |
| 4166 | IRVING | IRVING | SH 183 | DALLAS COUNTY LINE | IH 35E | MOBILITY ASSISTANCE | 60 | 0 | 0 | 0 | | | | 0 | | | |
| 4166 | IRVING | IRVING | SH 183 | DALLAS COUNTY LINE | IH 35E | MOBILITY ASSISTANCE (SEE 4338) | 60 | 0 | 0 | 0 | | | | 0 | | | |
| 3103 | DALLAS COUNTY | LANCASTER | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (9) | 80 | 194 | 39 | 155 | | | | 155 | | | |
| 3103 | DALLAS COUNTY | LANCASTER | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (9) | 80 | 194 | 39 | 155 | | | | | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1813 | LEWISVILLE | LEWISVILLE | EDMONDS LN | @ FOX AVE | | INTERSECTION IMPROVEMENTS | 65 | 70 | 14 | 56 | | 56 | | | | | |
| 1813 | LEWISVILLE | LEWISVILLE | EDMONDS LN | @ FOX AVE | | INTERSECTION IMPROVEMENTS | 65 | 70 | 14 | 56 | 6 | | | 50 | | | |
| 1814 | LEWISVILLE | LEWISVILLE | FM 1171 | @ OLD ORCHARD | | INTERSECTION IMPROVEMENTS | 69 | 550 | 450 | 100 | | 100 | | | | | |
| 1814 | LEWISVILLE | LEWISVILLE | FM 1171 | @ OLD ORCHARD | | INTERSECTION IMPROVEMENTS | 69 | 550 | 450 | 100 | | | | 100 | | | |
| 1816 | LEWISVILLE | LEWISVILLE | FM 1171 | @ VALLEY PKWY | | INTERSECTION IMPROVEMENTS | 70 | 110 | 22 | 88 | | 88 | | | | | |
| 1816 | LEWISVILLE | LEWISVILLE | FM 1171 | @ VALLEY PKWY | | INTERSECTION IMPROVEMENTS | 70 | 110 | 22 | 88 | | | | 88 | | | |
| 1819 | LEWISVILLE | LEWISVILLE | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (2) | 59 | 160 | 32 | 128 | | 128 | | | | | |
| 1819 | LEWISVILLE | LEWISVILLE | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (2) | 59 | 160 | 32 | 128 | | | | 128 | | | |
| 1820 | LEWISVILLE | LEWISVILLE | SH 121 | @ VALLEY VIEW DR | | SIGNAL IMPROVEMENTS | 69 | 100 | 20 | 80 | | | 80 | | | | |
| 1820 | LEWISVILLE | LEWISVILLE | SH 121 | @ VALLEY VIEW DR | | SIGNAL IMPROVEMENTS | 69 | 100 | 20 | 80 | | | | 80 | | | |
| 2936 | TXDOT-DALLAS | LEWISVILLE | SH 121 | @ BENNETT, BELLAIRE | SW PKWY, & CORPORATE D | SIGNAL IMPROVEMENTS (4) | 75 | 163 | 0 | 163 | 163 | | | | | | |
| 2936 | TXDOT-DALLAS | LEWISVILLE | SH 121 | @ BENNETT, BELLAIRE, | SW PKWY, & CORPORATE D | SIGNAL IMPROVEMENTS (4) | 75 | 163 | 0 | 163 | 163 | | | | | | |
| 3006 | TXDOT-DALLAS | LEWISVILLE | VARIOUS LOCATIONS | ON FM 407 | | SIGNAL IMPROVEMENTS (5) | 75 | 185 | 0 | 185 | 185 | | | | | | |
| 3006 | TXDOT-DALLAS | LEWISVILLE | VARIOUS LOCATIONS | ON FM 407 | | SIGNAL IMPROVEMENTS (5) | 75 | 185 | 0 | 185 | 185 | | | | | | |
| 3054 | TXDOT-DALLAS | LEWISVILLE | FM 3040 | @ MEADOWGLEN | | SIGNAL IMPROVEMENTS | 69 | 73 | 0 | 73 | 73 | | | | | | |
| 3054 | TXDOT-DALLAS | LEWISVILLE | FM 3040 | @ MEADOWGLEN | | SIGNAL IMPROVEMENTS | 69 | 73 | 0 | 73 | 73 | | | | | | |
| 4099 | DENTON COUNTY | LEWISVILLE | IH 35E | PROP SH 121 BYPASS | FM 3040 | HOV | 83 | 800 | 168 | 632 | | | | | | | 632 |
| 4099 | DENTON COUNTY | LEWISVILLE | IH 35E | PROP SH 121 BYPASS | FM 3040 | HOV | 83 | 800 | 168 | 632 | | | | | | | 632 |
| 1890 | MESQUITE | MESQUITE | BELT LINE RD | @ GRUBB | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | 30 | | | | |
| 1890 | MESQUITE | MESQUITE | BELT LINE RD | @ GRUBB | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | | | 30 | | |
| 1891 | MESQUITE | MESQUITE | BRUTON RD | @ PIONEER RD | | SIGNAL IMPROVEMENTS | 69 | 60 | 30 | 30 | | | 30 | | | | |
| 1891 | MESQUITE | MESQUITE | BRUTON RD | @ PIONEER RD | | SIGNAL IMPROVEMENTS | 69 | 60 | 30 | 30 | | | | | 30 | | |
| 1893 | MESQUITE | MESQUITE | GALLOWAY | @ TOWN EAST BLVD | | SIGNAL IMPROVEMENTS | 75 | 50 | 25 | 25 | | | 25 | | | | |
| 1893 | MESQUITE | MESQUITE | GALLOWAY | @ TOWN EAST BLVD | | SIGNAL IMPROVEMENTS | 75 | 50 | 25 | 25 | | | | 25 | | | |
| 1894 | MESQUITE | MESQUITE | GROSS RD | @ SCYENE | | SIGNAL IMPROVEMENTS | 75 | 60 | 30 | 30 | | | 30 | | | | |
| 1894 | MESQUITE | MESQUITE | GROSS RD | @ SCYENE | | SIGNAL IMPROVEMENTS | 75 | 60 | 30 | 30 | | | | | 30 | | |
| 1895 | MESQUITE | MESQUITE | GUS THOMASSON | @ MOON | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | 30 | | | | |
| 1895 | MESQUITE | MESQUITE | GUS THOMASSON | @ MOON | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | | | 30 | | |
| 1896 | MESQUITE | MESQUITE | GUS THOMASSON | @ LIVE OAK DR | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | 30 | | | | |
| 1896 | MESQUITE | MESQUITE | GUS THOMASSON | @ LIVE OAK DR | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | | 30 | | | |
| 1897 | MESQUITE | MESQUITE | MOTLEY DR | @ EASTFIELD COLLEGE | | SIGNAL IMPROVEMENTS | 64 | 60 | 30 | 30 | | | 30 | | | | |
| 1897 | MESQUITE | MESQUITE | MOTLEY DR | @ EASTFIELD COLLEGE | | SIGNAL IMPROVEMENTS | 64 | 60 | 30 | 30 | | | | | 30 | | |
| 1898 | MESQUITE | MESQUITE | OATES | @ SARAZEN | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | 30 | | | | |
| 1898 | MESQUITE | MESQUITE | OATES | @ SARAZEN | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | | | | | 30 |
| 1899 | MESQUITE | MESQUITE | OATES | @ SHANDS | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | 30 | | | | |
| 1899 | MESQUITE | MESQUITE | OATES | @ SHANDS | | SIGNAL IMPROVEMENTS | 71 | 55 | 25 | 30 | | | | | | | 30 |
| 1901 | MESQUITE | MESQUITE | TOWN EAST BLVD | @ FORNEY RD | | SIGNAL IMPROVEMENTS | 69 | 57 | 30 | 27 | | | 27 | | | | |
| 1901 | MESQUITE | MESQUITE | TOWN EAST BLVD | @ FORNEY RD | | SIGNAL IMPROVEMENTS | 69 | 57 | 30 | 27 | | | | | 27 | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1902 | MESQUITE | MESQUITE | TOWN EAST BLVD | @ SKYLINE DR | | SIGNAL IMPROVEMENTS | 69 | 55 | 30 | 25 | | | 25 | | | | |
| 1902 | MESQUITE | MESQUITE | TOWN EAST BLVD | @ SKYLINE DR | | SIGNAL IMPROVEMENTS | 69 | 55 | 30 | 25 | | | | | 25 | | |
| 1904 | MESQUITE | MESQUITE | TRIPP RD | @ FRANKLIN DR | | SIGNAL IMPROVEMENTS | 75 | 55 | 30 | 25 | | | 25 | | | | |
| 1904 | MESQUITE | MESQUITE | TRIPP RD | @ FRANKLIN DR | | SIGNAL IMPROVEMENTS | 75 | 55 | 30 | 25 | | | | | | | 25 |
| 1907 | MESQUITE | MESQUITE | US 80 | @ BELT LINE RD | | SIGNAL IMPROVEMENTS | 75 | 75 | 40 | 35 | | | | | 35 | | |
| 1907 | MESQUITE | MESQUITE | US 80 | @ BELT LINE RD | | SIGNAL IMPROVEMENTS | 75 | 75 | 40 | 35 | | | | 35 | | | |
| 1909 | MESQUITE | MESQUITE | VARIOUS LOCATIONS | ON TOWN EAST BLVD | | SIGNAL IMPROVEMENTS (7) | 80 | 310 | 150 | 160 | | | 160 | | | | |
| 1909 | MESQUITE | MESQUITE | VARIOUS LOCATIONS | ON TOWN EAST BLVD | | SIGNAL IMPROVEMENTS (7) | 80 | 310 | 150 | 160 | 16 | | | | 144 | | |
| 3104 | DALLAS COUNTY | MESQUITE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (11) | 75 | 320 | 64 | 256 | | | | 256 | | | |
| 3104 | DALLAS COUNTY | MESQUITE | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (11) | 75 | 320 | 64 | 256 | | | | | 256 | | |
| 2179 | COLLIN COUNTY | MURPHY | FM 2551 | @ FM 544 | | INTERSECTION IMPROVEMENTS | 63 | 1800 | 360 | 1440 | 1440 | | | | | | |
| 2179 | COLLIN COUNTY | MURPHY | FM 2551 | @ FM 544 | | INTERSECTION IMPROVEMENTS | 63 | 1800 | 360 | 1440 | 1440 | | | | | | |
| 2941 | TXDOT-DALLAS | PLANO | SH 121 | SH 289 | LEGACY DR | SIGNAL IMPROVEMENTS (3) | 75 | 160 | 0 | 160 | | | 160 | | | | |
| 2941 | TXDOT-DALLAS | PLANO | SH 121 | SH 289 | LEGACY DR | SIGNAL IMPROVEMENTS (3) | 75 | 216 | 0 | 216 | 216 | | | | | | |
| 4184 | PLANO | PLANO | US 75 | @ PLANO PKWY | | INTERSECTION IMPROVEMENTS (TEXAS U-TURN | 75 | 500 | 250 | 250 | | | 250 | | | | |
| 4184 | PLANO | PLANO | US 75 | @ PLANO PKWY | | INTERSECTION IMPROVEMENTS (TEXAS U-TURN | 75 | 500 | 250 | 250 | | | | 250 | | | |
| 4185 | PLANO | PLANO | COMPUTERIZED TRAFFIC SIGNAL SYSTEM | | | SURVEILLANCE | 63 | 453 | 163 | 290 | | | 290 | | | | |
| 4185 | PLANO | PLANO | COMPUTERIZED TRAFFIC SIGNAL SYSTEM | | | SURVEILLANCE | 63 | 453 | 163 | 290 | 290 | | | | | | |
| 4186 | PLANO | PLANO | COLLIN CREEK MALL | | | INTERSECTION IMPROVEMENTS | 80 | 150 | 54 | 96 | | | | | 96 | | |
| 4186 | PLANO | PLANO | COLLIN CREEK MALL | | | INTERSECTION IMPROVEMENTS | 80 | 150 | 54 | 96 | | | | 15 | 81 | | |
| 2066 | RICHARDSON | RICHARDSON | CUSTER RD | @ ARAPAHO RD | | INTERSECTION IMPROVEMENTS (LOCAL FUNDS) | 69 | 450 | 450 | 0 | | 0 | | 0 | | | |
| 2066 | RICHARDSON | RICHARDSON | CUSTER RD | @ ARAPAHO RD | | INTERSECTION IMPROVEMENTS (LOCAL FUNDS) | 69 | 450 | 450 | 0 | | 0 | | 0 | | | |
| 2067 | RICHARDSON | RICHARDSON | JUPITER RD | @ BUCKINGHAM | | INTERSECTION IMPROVEMENTS | 59 | 740 | 148 | 592 | | | 20 | 150 | | | 422 |
| 2067 | RICHARDSON | RICHARDSON | JUPITER RD | @ BUCKINGHAM | | INTERSECTION IMPROVEMENTS (SEE 1465) | 59 | 740 | 148 | 592 | | | | 592 | | | |
| 2104 | RICHARDSON | RICHARDSON | VARIOUS LOCATIONS | CITYWIDE | | SIGNAL IMPROVEMENTS (88) | 65 | 1000 | 200 | 800 | | 400 | 400 | | | | |
| 2104 | RICHARDSON | RICHARDSON | VARIOUS LOCATIONS | CITYWIDE | | SIGNAL IMPROVEMENTS (88) | 65 | 1000 | 200 | 800 | 800 | | | | | | |
| 4190 | RICHARDSON | RICHARDSON | CAMPBELL | E OF GREENVILLE | W OF US 75 | GRADE SEPARATION | 80 | 15000 | 6900 | 8100 | | | | | | | 8100 |
| 4190 | RICHARDSON | RICHARDSON | CAMPBELL | E OF GREENVILLE | W OF US 75 | GRADE SEPARATION | 80 | 15000 | 6900 | 8100 | | | | | | | 8100 |
| 4191 | RICHARDSON/DAR | RICHARDSON | CENTENNIAL | @ GREENVILLE & | @ ABRAMS | INTERSECTION IMPROVEMENTS (2) (TRANSIT PA | 70 | 1875 | 1031 | 844 | | | | 844 | | | |
| 4191 | RICHARDSON/DAR | RICHARDSON | CENTENNIAL | @ GREENVILLE & | @ ABRAMS | INTERSECTION IMPROVEMENTS (2) (TRANSIT PA | 70 | 1875 | 1031 | 844 | | | | | 844 | | |
| 4193 | RICHARDSON | RICHARDSON | SIGNAL SYSTEM ENHANCEMENTS | | | SIGNAL IMPROVEMENTS | 68 | 275 | 58 | 217 | | | 217 | | | | |
| 4193 | RICHARDSON | RICHARDSON | SIGNAL SYSTEM ENHANCEMENTS | | | SIGNAL IMPROVEMENTS | 68 | 275 | 58 | 217 | | | | 217 | | | |
| 4194 | RICHARDSON | RICHARDSON | BELT LINE RD | @ JUPITER | | INTERSECTION IMPROVEMENTS | 70 | 1300 | 598 | 702 | | | | | | | 702 |
| 4194 | RICHARDSON | RICHARDSON | BELT LINE RD | @ JUPITER | | INTERSECTION IMPROVEMENTS | 70 | 1300 | 598 | 702 | | | | 105 | | | 597 |
| 4196 | RICHARDSON | RICHARDSON | BELT LINE RD | @ PLANO PKWY | | INTERSECTION IMPROVEMENTS | 80 | 410 | 189 | 221 | | | | 71 | 150 | | |
| 4196 | RICHARDSON | RICHARDSON | BELT LINE RD | @ PLANO PKWY | | INTERSECTION IMPROVEMENTS | 80 | 410 | 189 | 221 | | | | 44 | 66 | 111 | |
| 4198 | RICHARDSON | RICHARDSON | ARAPAHO | @ JUPITER | | INTERSECTION IMPROVEMENTS | 70 | 970 | 446 | 524 | | | | | | | 524 |
| 4198 | RICHARDSON | RICHARDSON | ARAPAHO | @ JUPITER | | INTERSECTION IMPROVEMENTS | 70 | 970 | 446 | 524 | | | | 179 | | | 345 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4197 | RICHARDSON | RICHARDSON | ARAPAHO | @ PLANO PKWY | | INTERSECTION IMPROVEMENTS | 75 | 650 | 299 | 351 | | | | | 351 | | |
| 4197 | RICHARDSON | RICHARDSON | ARAPAHO | @ PLANO PKWY | | INTERSECTION IMPROVEMENTS | 75 | 650 | 299 | 351 | | | | | 351 | | |
| 4198 | RICHARDSON | RICHARDSON | ARAPAHO | @ GREENVILLE | | INTERSECTION IMPROVEMENTS | 70 | 980 | 451 | 529 | | | | | 529 | | |
| 4198 | RICHARDSON | RICHARDSON | ARAPAHO | @ GREENVILLE | | INTERSECTION IMPROVEMENTS | 70 | 980 | 451 | 529 | | | | | | 529 | |
| 3105 | DALLAS COUNTY | ROWLETT | VARIOUS LOCATIONS | ON SH 66 | | SIGNAL IMPROVEMENTS (5) | 80 | 104 | 21 | 83 | | | | 83 | | | |
| 3105 | DALLAS COUNTY | ROWLETT | VARIOUS LOCATIONS | ON SH 66 | | SIGNAL IMPROVEMENTS (5) | 80 | 104 | 21 | 83 | | | | | 83 | | |
| 3107 | DALLAS COUNTY | SUNNYVALE | BELT LINE | @ TOWN EAST | | SIGNAL IMPROVEMENTS | 80 | 23 | 5 | 18 | | | | 18 | | | |
| 3107 | DALLAS COUNTY | SUNNYVALE | BELT LINE | @ TOWN EAST | | SIGNAL IMPROVEMENTS | 80 | 23 | 5 | 18 | | | | | 18 | | |
| 429 | THE COLONY | THE COLONY | N COLONY | @ FM 423 | | INTERSECTION IMPROVEMENTS | 59 | 126 | 88 | 80 | | 80 | | | | | |
| 429 | THE COLONY | THE COLONY | N COLONY | @ FM 423 | | INTERSECTION IMPROVEMENTS | 59 | 126 | 88 | 80 | | | | 80 | | | |
| 2935 | TXDOT-DALLAS | THE COLONY | SH 121 | @ BLAIR OAKS | | SIGNAL IMPROVEMENTS | 75 | 84 | 0 | 84 | 84 | | | | | | |
| 2935 | TXDOT-DALLAS | THE COLONY | SH 121 | @ BLAIR OAKS | | SIGNAL IMPROVEMENTS | 75 | 84 | 0 | 84 | 84 | | | | | | |
| 2937 | TXDOT-DALLAS | THE COLONY | VARIOUS LOCATIONS | ON SH 121 | | SIGNAL IMPROVEMENTS (5) | 70 | 400 | 0 | 400 | 400 | | | | | | |
| 2937 | TXDOT-DALLAS | THE COLONY | VARIOUS LOCATIONS | ON SH 121 | | SIGNAL IMPROVEMENTS (5) | 70 | 163 | 0 | 163 | 163 | | | | | | |
| 4058 | THE COLONY | THE COLONY | FM 423 | @ COUGAR ALLEY | | SIGNAL IMPROVEMENTS | 63 | 80 | 16 | 64 | | | | | 64 | | |
| 4058 | THE COLONY | THE COLONY | FM 423 | @ COUGAR ALLEY | | SIGNAL IMPROVEMENTS | 63 | 80 | 16 | 64 | | | | | 64 | | |
| 2208 | DALLAS COUNTY | VARIOUS | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (6) | 65 | 2550 | 510 | 2040 | | | 800 | 1020 | 420 | | |
| 2208 | DALLAS COUNTY | VARIOUS | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (6) | 65 | 2550 | 510 | 2040 | | | | 408 | 612 | 200 | 820 |
| 2228 | DALLAS COUNTY | VARIOUS | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (27) | 75 | 20875 | 4175 | 16700 | | 3800 | | 3800 | | | 9100 |
| 2228 | DALLAS COUNTY | VARIOUS | VARIOUS LOCATIONS | | | INTERSECTION IMPROVEMENTS (27) | 75 | 20875 | 4175 | 16700 | 1048 | | | 2680 | 2000 | 1641 | 9431 |
| 2476 | DART | VARIOUS | VANPOOL PROGRAM/QUICK START PROGRAM | | | TDM (FTA) | 72 | 125 | 25 | 100 | 50 | | 50 | | | | |
| 2476 | DART | VARIOUS | VANPOOL PROGRAM/QUICK START PROGRAM | | | TDM (FTA) | 72 | 125 | 25 | 100 | 100 | | | | | | |
| 2477 | DART | VARIOUS | TRANSIT DISCOUNT PROGRAM | | | TDM (FTA) | 80 | 940 | 188 | 752 | 376 | | 376 | | | | |
| 2477 | DART | VARIOUS | TRANSIT DISCOUNT PROGRAM | | | TDM (FTA) | 80 | 940 | 188 | 752 | 752 | | | | | | |
| 2478 | DART | VARIOUS | VANPOOL SUPPORT/RIDER REBATE | | | TDM (FTA) | 85 | 188 | 38 | 150 | 75 | | 75 | | | | |
| 2478 | DART | VARIOUS | VANPOOL SUPPORT/RIDER REBATE | | | TDM (FTA) | 85 | 188 | 38 | 150 | 150 | | | | | | |
| 2481 | DART | VARIOUS | INSPECTION SITE/RIDESHARE EDUCATION | | | TDM (FTA) | 73 | 50 | 10 | 40 | 40 | | | | | | |
| 2481 | DART | VARIOUS | INSPECTION SITE/RIDESHARE EDUCATION | | | TDM (FTA) | 73 | 50 | 10 | 40 | 40 | | | | | | |
| 2493 | TXDOT-DALLAS | VARIOUS | IH 30-IH 35E-IH 635-US 67-IH 45-WOODALL RODGERS IN DALLAS COUNTY | | | MOBILITY ASSISTANCE (SEE STP-MM) | 77 | 2700 | 0 | 2700 | 1600 | | 1100 | | | | |
| 2493 | TXDOT-DALLAS | VARIOUS | IH 30-IH 35E-IH 635-US 67-IH 45-WOODALL RODGERS IN DALLAS COUNTY | | | MOBILITY ASSISTANCE (SEE STP-MM) | 77 | 2700 | 0 | 2700 | 2700 | | | | | | |
| 2605A | DART | VARIOUS | TRANSIT FLEET | | | ALTERNATIVE FUELS (FTA) | 52 | 30632 | 5208 | 25424 | 6960 | | 2696 | 240 | | | 15328 |
| 2605A | DART | VARIOUS | TRANSIT FLEET | | | ALTERNATIVE FUELS (FTA) | 52 | 30632 | 5208 | 25424 | 6960 | | | 7973 | | 3069 | 7422 |
| 2605B | VARIOUS | VARIOUS | PUBLIC FLEET | | | ALTERNATIVE FUELS | 52 | 7702 | 1562 | 6140 | 1666 | | 2636 | 1638 | | | |
| 2605B | VARIOUS | VARIOUS | PUBLIC FLEET | | | ALTERNATIVE FUELS | 52 | 7702 | 1562 | 6140 | 3056 | | | 3084 | | | |
| 2606 | TXDOT/DART | VARIOUS | IH 35E (STEMMONS) | SH 121/TRINITY MILLS | IH 635 | HOV | 90 | 16120 | 3220 | 12900 | | | 9700 | 3200 | | | |
| 2606 | TXDOT/DART | VARIOUS | IH 35E (STEMMONS) | SH 121/TRINITY MILLS | IH 635 | HOV | 90 | 14301 | 3220 | 11081 | 5831 | | | 2050 | | 3200 | |
| 2644 | TXDOT/DART | VARIOUS | US 75 | IH 635 | PARK BLVD | HOV | 95 | 8409 | 1396 | 7013 | | | | | | | 7013 |
| 2644 | TXDOT/DART | VARIOUS | US 75 | IH 635 | PARK BLVD | HOV | 95 | 8409 | 1396 | 7013 | | | | | | | 7013 |

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## EASTERN SUBREGION

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3108 | DALLAS COUNTY | VARIOUS | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (4) | 80 | 114 | 23 | 91 | | | 91 | | | | |
| 3108 | DALLAS COUNTY | VARIOUS | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (4) | 80 | 114 | 23 | 91 | | | | 27 | 64 | | |
| 4020 | BAXTER HEALTH C | VARIOUS | CARPOOL INCENTIVE PROGRAM | | | TDM (FTA) | 75 | 2 | 0 | 2 | | | | 2 | | | |
| 4020 | BAXTER HEALTH C | VARIOUS | CARPOOL INCENTIVE PROGRAM | | | TDM (FTA) | 75 | 2 | 0 | 2 | | | | 2 | | | |
| 4080 | DART | VARIOUS | DART TRANSIT FARE PROGRAM - 1994 | | | OZONE ALERT (FTA) | | 1906 | 1326 | 580 | 580 | | | | | | |
| 4080 | DART | VARIOUS | DART TRANSIT FARE PROGRAM - 1994 | | | OZONE ALERT (FTA) | | 1906 | 1326 | 580 | 580 | | | | | | |
| 4189 | DART | VARIOUS | RAILTRAN | | | RAIL (FTA) | | 30495 | 20495 | 10000 | 10000 | | | | | | |
| 4189 | DART | VARIOUS | RAILTRAN | | | RAIL (FTA) | | 30495 | 20495 | 10000 | 10000 | | | | | | |
| 4278 | TXDOT-DALLAS | VARIOUS | LOOP 354 (HARRY HINES) | LOOP 12 | WALNUT HILL | SIGNAL IMPROVEMENTS | 80 | 440 | 0 | 440 | | | 440 | | | | |
| 4278 | TXDOT-DALLAS | VARIOUS | LOOP 354 (HARRY HINES) | LOOP 12 | WALNUT HILL | SIGNAL IMPROVEMENTS | 80 | 440 | 0 | 440 | 193 | | | 247 | | | |
| 4294 | TXDOT-DALLAS | VARIOUS | US 75 | & IH 635 | | IDRS | 80 | 1200 | 0 | 1200 | | | | 1200 | | | |
| 4294 | TXDOT-DALLAS | VARIOUS | US 75 | & IH 635 | | IDRS | 80 | 1200 | 0 | 1200 | | | | 1200 | | | |
| 4295 | TXDOT-DALLAS | VARIOUS | MULTIJURISDICTIONAL IDR NETWORK | | | IDRS | 73 | 400 | 84 | 316 | | | | | 316 | | |
| 4295 | TXDOT-DALLAS | VARIOUS | MULTIJURISDICTIONAL IDR NETWORK | | | IDRS | 73 | 400 | 84 | 316 | | | | | 316 | | |
| 4297 | DART | VARIOUS | DART TRANSIT FARE PROGRAM | | | OZONE ALERT (FTA) | 80 | 3812 | 2652 | 1160 | | | 580 | 580 | | | |
| 4297 | DART | VARIOUS | DART TRANSIT FARE PROGRAM | | | OZONE ALERT (FTA) | 80 | 3812 | 2652 | 1160 | 580 | | | 580 | | | |
| 4333 | DART/CDA | VARIOUS | TRANSPORTATION MANAGEMENT ASSOCIATION | | | TDM (FTA) | 65 | 506 | 101 | 405 | | | 202 | 202 | | | |
| 4333 | DART/CDA | VARIOUS | TRANSPORTATION MANAGEMENT ASSOCIATION | | | TDM (FTA) | 65 | 605 | 101 | 504 | 202 | | | 302 | | | |
| 4336 | DART | VARIOUS | REGIONAL TDM PROGRAM/ | TECHNICAL RESPONSE | TO MOBILITY INITIATIVES | TDM (FTA) | | 918 | 0 | 918 | | | 459 | 459 | | | |
| 4336 | DART | VARIOUS | REGIONAL TDM PROGRAM/ | TECHNICAL RESPONSE | TO MOBILITY INITIATIVES | TDM (FTA) | | 918 | 0 | 918 | 459 | | | 100 | | | 359 |
| 4338 | TXDOT/NCTCOG | VARIOUS | REGIONAL CORRIDOR MANAGEMENT PROGRAM | | | IDRS | | 3320 | 0 | 3320 | | | | 1290 | 2030 | | |
| 4338 | TXDOT/NCTCOG | VARIOUS | REGIONAL CORRIDOR MANAGEMENT PROGRAM | | | IDRS | | 3220 | 0 | 3220 | | | | 1190 | 2030 | | |
| 9996 | DALLAS COUNTY | VARIOUS | PROJECT MANAGEMENT CONSULTANTS | | | CMAQ ENGINEERING | | 3186 | 438 | 2748 | 2748 | | | | | | |
| 9996 | DALLAS COUNTY | VARIOUS | PROJECT MANAGEMENT CONSULTANTS | | | CMAQ ENGINEERING (ENG PROJ OBLIGATED) | | 0 | 0 | 0 | | | | | | | |
| 9999 | N TX CLEAN AIR C | VARIOUS | REGIONAL TDM PROGRAM/ | MARKETING PROGRAM | | TDM (FTA) | | 1018 | 0 | 1018 | | | 509 | 509 | | | |
| 9999 | N TX CLEAN AIR C | VARIOUS | REGIONAL TDM PROGRAM/ | MARKETING PROGRAM | | TDM (FTA) | | 1018 | 0 | 1018 | 509 | | | 250 | | | 259 |
| | | | | | | 1995 TIP SUBTOTALS | | 316,040 | 87,828 | 228,212 | 34,711 | 10,017 | 49,474 | 53,295 | 14,059 | 0 | 66,656 |
| | | | | | | 1996 TIP SUBTOTALS | | 314,259 | 87,709 | 226,550 | 65,603 | 0 | 0 | 42,357 | 27,727 | 27,263 | 63,600 |

NOTES: First row of each project denotes programming in 1995 TIP; second row is 1996 TIP proposal

For those categories with "(FTA)" noted in the Project Description column, money noted in the "CONSTR" column indicates that the funds have been transferred to FTA, not necessarily that the project is under contract.

10/3/95

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## SURFACE TRANSPORTATION PROGRAM - METROPOLITAN MOBILITY (STP-MM)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | ALLEN | ALLEN | EXCHANGE PKWY | US 75 | SH 5 | 0 TO 6 LANES | 55 | 4777 | 1194 | 3583 | 144 | | | 3439 | | | |
| 9 | ALLEN | ALLEN | EXCHANGE PKWY | US 75 | SH 5 | 0 TO 6 LANES | 55 | 4814 | 1194 | 3620 | 37 | | | 3583 | | | |
| 25 | TXDOT-DALLAS | ALLEN | FM 2170 (MCDERMOTT) | SH 5 | ALLEN HEIGHTS | 2 TO 6 LANES (SEE 10) | 75 | 6480 | 0 | 6480 | | | 6350 | | 130 | | |
| 25 | TXDOT-DALLAS | ALLEN | FM 2170 (MCDERMOTT) | SH 5 | ALLEN HEIGHTS | 2 TO 6 LANES (SEE 10) | 75 | 6881 | 0 | 6881 | 5751 | | | | 130 | | |
| 32 | TXDOT-DALLAS | ALLEN | SH 5 | CHAPARRAL RD | FM 2170 (MCDERMOTT) | 2 TO 6 LANES (SEE 11)---FALL 96 LTG DATE | 53 | 6552 | 0 | 6552 | | | | | 6552 | | |
| 32 | TXDOT-DALLAS | ALLEN | SH 5 | CHAPARRAL RD | FM 2170 (MCDERMOTT) | 2 TO 6 LANES (SEE 11)---FALL 96 LTG DATE | 53 | 6552 | 0 | 6552 | | | | | 6552 | | |
| 33 | ALLEN | ALLEN | SH 5 | FM 2170 (MCDERMOTT) | EXCHANGE | 2 TO 6 LANES | 70 | 2660 | 0 | 2660 | | | | 2660 | | | |
| 33 | TXDOT-DALLAS | ALLEN | SH 5 | FM 2170 (MCDERMOTT) | EXCHANGE | 2 TO 6 LANES | 70 | 2660 | 0 | 2660 | | | | | | 2660 | |
| 367 | CARROLLTON | CARROLLTON | TRINITY MILLS | KELLY BLVD | MIDWAY RD | 4 TO 6 LANES | 75 | 4000 | 800 | 3200 | | 300 | | 2900 | | | |
| 367 | CARROLLTON | CARROLLTON | TRINITY MILLS | KELLY BLVD | MIDWAY RD | 4 TO 6 LANES | 75 | 4000 | 800 | 3200 | 331 | | | 869 | 2000 | | |
| 369 | CARROLLTON | CARROLLTON | KELLER SPRINGS EXT | MARSH LN | MIDWAY RD | 0 TO 4 LANES | 47 | 4200 | 3000 | 1200 | | | 60 | 1140 | | | |
| 369 | CARROLLTON | CARROLLTON | KELLER SPRINGS EXT | MARSH LN | MIDWAY RD | 0 TO 4 LANES | 47 | 4200 | 3000 | 1200 | 91 | | | | 1109 | | |
| 2437 | DENTON COUNTY | CARROLLTON/DAL | KELLY BLVD | ROSEMEADE PKWY | FRANKFORD | 2 TO 4 LANES | 55 | 1050 | 210 | 840 | | | | | | | 840 |
| 2437 | DENTON COUNTY | CARROLLTON/DAL | KELLY BLVD | ROSEMEADE PKWY | FRANKFORD | 2 TO 4 LANES | 55 | 1050 | 210 | 840 | | | | | | | 840 |
| 387 | TXDOT-DALLAS | CEDAR HILL | FM 1382 | US 67 | CEDAR HILL C/L | 2 TO 4 LANES (COMBINED W/388) | 47 | 8890 | 990 | 7900 | 7620 | | | 80 | | | |
| 387 | TXDOT-DALLAS | CEDAR HILL | FM 1382 | US 67 | CEDAR HILL C/L | 2 TO 4 LANES (COMBINED W/388) | 47 | 8890 | 990 | 7900 | 7620 | | | 80 | | | |
| 400 | DALLAS COUNTY | CEDAR HILL | WINTERGREEN | JOE WILSON | CEDAR HILL | 0 TO 4 LANES | 55 | 1975 | 395 | 1580 | | | | | | | 1580 |
| 400 | CEDAR HILL | CEDAR HILL | WINTERGREEN | JOE WILSON | CEDAR HILL | 0 TO 4 LANES | 55 | 1975 | 395 | 1580 | | | | | | | 1580 |
| 4026 | TXDOT-DALLAS | CEDAR HILL | US 67 | CEDAR HILL | DALLAS/ELLIS C-L | 0 TO 4 LANES (BOUNDARY) | 25 | 796 | 0 | 796 | 796 | | | | | | |
| 4026 | TXDOT-DALLAS | CEDAR HILL | US 67 | CEDAR HILL | DALLAS/ELLIS C-L | 0 TO 4 LANES (BOUNDARY) | 25 | 796 | 0 | 796 | 796 | | | | | | |
| 602 | DALLAS | DALLAS | ALPHA RD | DALLAS PKWY | PRESTON RD | 4 TO 6 LANES | 54 | 1164 | 233 | 931 | | | | 46 | | | 885 |
| 602 | DALLAS | DALLAS | ALPHA RD | DALLAS PKWY | PRESTON RD | 4 TO 6 LANES | 54 | 1164 | 233 | 931 | | | | 46 | | | 885 |
| 622 | DALLAS | DALLAS | ELAM RD | LAKE JUNE RD EXT | BALCH SPRINGS C/L | 2 TO 6 LANES | 49 | 1100 | 220 | 880 | | | | 880 | | | |
| 622 | DALLAS | DALLAS | ELAM RD | LAKE JUNE RD EXT | BALCH SPRINGS C/L | 2 TO 6 LANES | 49 | 1100 | 220 | 880 | | | | 80 | | 800 | |
| 628 | DALLAS | DALLAS | HAMPTON RD | FORT WORTH AVE | COMMERCE ST | CORRIDOR IMPROVEMENTS | 65 | 250 | 50 | 200 | | | 200 | | | | |
| 628 | DALLAS | DALLAS | HAMPTON RD | FORT WORTH AVE | COMMERCE ST | CORRIDOR IMPROVEMENTS | 65 | 250 | 50 | 200 | | | | 200 | | | |
| 633 | DALLAS | DALLAS | HATCHER ST | HASKELL ST | INDUSTRIAL EXT | 2 TO 6 LANES | 49 | 14359 | 2872 | 11487 | | | | 574 | | | 10913 |
| 633 | DALLAS | DALLAS | HATCHER ST | HASKELL ST | INDUSTRIAL EXT | 2 TO 6 LANES | 49 | 14359 | 2872 | 11487 | | | | | | 574 | 10913 |
| 641 | DALLAS | DALLAS | JUPITER RD | GARLAND RD | CENTERVILLE RD | 2 TO 4 LANES | 75 | 1386 | 277 | 1109 | | | | 1109 | | | |
| 641 | DALLAS | DALLAS | JUPITER RD | GARLAND RD | CENTERVILLE RD | 2 TO 4 LANES | 75 | 1386 | 277 | 1109 | | | | 109 | | 1000 | |
| 655 | DALLAS | DALLAS | MARSH LN | TRINITY MILLS | ROSEMEADE | 2 TO 6 LANES | 65 | 6863 | 1373 | 5490 | | 400 | | 5090 | | | |
| 655 | DALLAS | DALLAS | MARSH LN | TRINITY MILLS | ROSEMEADE | 2 TO 6 LANES | 65 | 6863 | 1373 | 5490 | 44 | | | 5446 | | | |
| 660 | DALLAS | DALLAS | MONTFORT DR | PETERSON | ALPHA | 4 TO 6 LANES | 55 | 2328 | 466 | 1862 | | | 93 | | | | 1769 |
| 660 | DALLAS | DALLAS | MONTFORT DR | PETERSON | ALPHA | 4 TO 6 LANES | 55 | 2328 | 466 | 1862 | | | | 93 | | | 1769 |
| 661 | DALLAS | DALLAS | MOTOR ST | HARRY HINES BLVD | MAPLE AVE | 2 TO 4 LANES | 65 | 1385 | 277 | 1108 | | | | 55 | | | 1053 |
| 661 | DALLAS | DALLAS | MOTOR ST | HARRY HINES BLVD | MAPLE AVE | 2 TO 4 LANES | 65 | 1385 | 277 | 1108 | | | | 55 | | | 1053 |
| 665 | DALLAS | DALLAS | PARK LN | BOEDEKER DR | GREENVILLE AVE | 4 TO 6 LANES | 70 | 4700 | 940 | 3760 | | | 188 | | 2000 | | 1572 |
| 665 | DALLAS | DALLAS | PARK LN | BOEDEKER DR | GREENVILLE AVE | 4 TO 6 LANES | 70 | 4700 | 940 | 3760 | | | | | 188 | | 3572 |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## SURFACE TRANSPORTATION PROGRAM – METROPOLITAN MOBILITY (STP-MM)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 668 | DALLAS COUNTY | DALLAS | REGAL ROW | CRI & P RR | IH 35E | 4 TO 6 LANES (SEE 4074 & 4075) | 65 | 4000 | 800 | 3200 | | 59 | 3141 | 0 | | | |
| 668 | DALLAS COUNTY | DALLAS | REGAL ROW | CRI & P RR | IH 35E | 4 TO 6 LANES (SEE 4074 & 4075) | 49 | 7242 | 2190 | 5052 | 59 | | | 200 | 4793 | | |
| 674 | DALLAS | DALLAS | SAMUELL BLVD | IH 30 | MESQUITE C/L | 2 TO 4 LANES | 65 | 7684 | 1537 | 6147 | | | | 307 | | | 5840 |
| 674 | DALLAS | DALLAS | SAMUELL BLVD | IH 30 | MESQUITE C/L | 2 TO 4 LANES | 65 | 7684 | 1537 | 6147 | | | | | 307 | | 5840 |
| 677 | DALLAS | DALLAS | SKILLMAN ST | UNION PACIFIC | ABRAMS RD | 4 TO 6 LANES | 65 | 3881 | 776 | 3105 | | | | 155 | | | 2950 |
| 677 | DALLAS | DALLAS | SKILLMAN ST | UNION PACIFIC | ABRAMS RD | 4 TO 6 LANES | 65 | 3881 | 776 | 3105 | | | | | 155 | | 2950 |
| 678 | DALLAS | DALLAS | SPRING VALLEY RD | DALLAS NORTH TOLLWAY | MONTFORT DR | 6 TO 8 LANES | 75 | 2329 | 466 | 1863 | | | 93 | 1770 | | | |
| 678 | DALLAS | DALLAS | SPRING VALLEY RD | DALLAS NORTH TOLLWAY | MONTFORT DR | 6 TO 8 LANES | 75 | 2329 | 466 | 1863 | | | | 93 | | | 1770 |
| 684 | DALLAS | DALLAS | VALLEY VIEW/WALNUT ST | IH 635/GREENVILLE | E DALLAS C/L | 4 TO 6 LANES | 54 | 15871 | 3174 | 12697 | | | | 663 | | | 12034 |
| 684 | DALLAS | DALLAS | VALLEY VIEW/WALNUT ST | IH 635/GREENVILLE | E DALLAS C/L | 4 TO 6 LANES | 54 | 15871 | 3174 | 12697 | | | | | | 663 | 12034 |
| 776 | DALLAS | DALLAS | US 75 | IH 635 | DALLAS CBD | SURVEILLANCE (SEE CMAQ) | 83 | 750 | 0 | 750 | | | | | | | |
| 776 | DALLAS | DALLAS | US 75 | IH 635 | DALLAS CBD | SURVEILLANCE (SEE CMAQ) | 83 | 530 | 0 | 530 | | | 250 | 250 | 250 | | |
| 777 | DALLAS | DALLAS | IH 635 | IH 35E | US 75 | IDRS (SEE CMAQ) | 73 | 2240 | 0 | 2240 | | | | 254 | 276 | | |
| 777 | DALLAS | DALLAS | IH 635 | IH 35E | US 75 | IDRS (SEE CMAQ) | 73 | 2560 | 0 | 2560 | | | 320 | 320 | 320 | 320 | 960 |
| 2310 | DALLAS COUNTY | DALLAS | DENTON DR | WEBB CHAPEL EXT | FARMERS BRANCH C/L | 2 TO 4 LANES | 63 | 11208 | 4717 | 6491 | 270 | | | | | 1970 | 320 |
| 2310 | DALLAS COUNTY | DALLAS | DENTON DR | WEBB CHAPEL EXT | FARMERS BRANCH C/L | 2 TO 4 LANES | 63 | 11208 | 4717 | 6491 | | | 65 | 6426 | | | |
| 2785 | TXDOT/DART | DALLAS | LEMMON AVE | BLUFFVIEW | AIRDROME | 6 TO 8 LANES (TRANSIT PASS) (SEE 533) | 65 | 900 | 500 | 400 | 89 | | | 266 | | 6156 | |
| 2785 | TXDOT/DART | DALLAS | LEMMON AVE | BLUFFVIEW | AIRDROME | 6 TO 8 LANES (TRANSIT PASS) (SEE 533) | 65 | 900 | 500 | 400 | | | | 400 | | | |
| 2814 | TXDOT-DALLAS | DALLAS | SH 78 | LOOP 12 | IH 635 | 6 TO 8 LANES | 48 | 2600 | 0 | 2600 | 32 | | | | | | 368 |
| 2814 | TXDOT-DALLAS | DALLAS | SH 78 | LOOP 12 | IH 635 | 6 TO 8 LANES | 48 | 2600 | 0 | 2600 | | | | | | | 2500 |
| 2906 | TXDOT-DALLAS | DALLAS | LOOP 354 (HARRY HINES BLVD) | ROYAL LN | DALLAS C/L | 4 TO 6 LANES (PASS) | 47 | 3900 | 0 | 3900 | | | | | | | 2500 |
| 2906 | TXDOT-DALLAS | DALLAS | LOOP 354 (HARRY HINES BLVD) | ROYAL LN | DALLAS C/L | 4 TO 6 LANES (PASS) | 47 | 3900 | 0 | 3900 | | | | | | | 3900 |
| 2907 | TXDOT-DALLAS | DALLAS | LOOP 354 (HARRY HINES BLVD) | WALNUT HILL LN | ROYAL LN | 4 TO 6 LANES | 70 | 7200 | 3000 | 4200 | | | | | | | 3900 |
| 2907 | TXDOT-DALLAS | DALLAS | LOOP 354 (HARRY HINES BLVD) | WALNUT HILL LN | ROYAL LN | 4 TO 6 LANES | 70 | 4300 | 3000 | 1300 | | | | | 4200 | | |
| 2916 | TXDOT-DALLAS | DALLAS | US 67 | IH 35E | LOOP 12 | 4 TO 6 LANES (W/HOV) | 65 | 2887 | 7 | 2880 | | | | | | 1300 | |
| 2916 | TXDOT-DALLAS | DALLAS | US 67 | IH 35E | LOOP 12 | 4 TO 6 LANES (W/HOV) | 65 | 2887 | 7 | 2880 | | | | 2880 | | | |
| 2930 | TXDOT-DALLAS | DALLAS | LOOP 12 | BUCKNER BLVD | SKILLMAN AVE | 6 TO 8 LANES | 65 | 3129 | 0 | 3129 | | | | | 2880 | | |
| 2930 | TXDOT-DALLAS | DALLAS | LOOP 12 | BUCKNER BLVD | SKILLMAN AVE | 6 TO 8 LANES | 65 | 3129 | 0 | 3129 | | | | | | | 3129 |
| 3069 | TXDOT-DALLAS | DALLAS | HAMPTON RD/INWOOD RD | CANADA DR | HARRY HINES BLVD | 4 TO 6 LANES (PASS) | 60 | 12840 | 100 | 12740 | | | | | | | 3129 |
| 3069 | TXDOT-DALLAS | DALLAS | HAMPTON RD/INWOOD RD | CANADA DR | HARRY HINES BLVD | 4 TO 6 LANES (PASS) | 60 | 12840 | 100 | 12740 | | | | | | | 12740 |
| 3070 | TXDOT-DALLAS | DALLAS | OAK LAWN AVE | IH 35E | MAPLE AVE | 4 TO 6 LANES (FAUS) | 65 | 12125 | 5300 | 6825 | | | | | | | 12740 |
| 3070 | TXDOT-DALLAS | DALLAS | OAK LAWN AVE | IH 35E | MAPLE AVE | 4 TO 6 LANES (FAUS) | 65 | 12125 | 5300 | 6825 | | | 600 | | | | 6225 |
| 3335 | DALLAS COUNTY | DALLAS | IH 30 | @ CHALK HILL RD | | RAMP CONSTRUCTION | 69 | 2150 | 1610 | 540 | | | | 600 | | | 6225 |
| 3335 | DALLAS COUNTY | DALLAS | IH 30 | @ CHALK HILL RD | | RAMP CONSTRUCTION | 69 | 2150 | 1610 | 540 | | | | | | | 540 |
| 673 | DALLAS | DALLAS/MESQUIT | SAM HOUSTON RD | FORNEY RD | MESQUITE C/L (BRUTON RD) | 2 TO 4 LANES | 65 | 3641 | 728 | 2913 | | | | | | | 540 |
| 673 | DALLAS | DALLAS/MESQUIT | SAM HOUSTON RD | FORNEY RD | MESQUITE C/L (BRUTON RD) | 2 TO 4 LANES | 65 | 3641 | 728 | 2913 | | | | 146 | | | 2767 |
| 1188 | DUNCANVILLE | DUNCANVILLE | DANIELDALE RD | COCKRELL HILL | E DUNCANVILLE C/L | 3 TO 6 LANES | 55 | 490 | 98 | 392 | | | | | 146 | | 2767 |
| 1188 | DUNCANVILLE | DUNCANVILLE | DANIELDALE RD | COCKRELL HILL | E DUNCANVILLE C/L | 3 TO 6 LANES | 55 | 490 | 98 | 392 | | | 20 | 372 | | | |
| | | | | | | | | | | | 13 | | | | | | 379 |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## SURFACE TRANSPORTATION PROGRAM – METROPOLITAN MOBILITY (STP–MM)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1251 | DALLAS COUNTY | FARMERS BRANCH | MIDWAY RD | IH 635 | SPRING VALLEY | 6 TO 6 LANES | 70 | 2000 | 500 | 1500 | | | | 75 | 1425 | | |
| 1251 | DALLAS COUNTY | FARMERS BRANCH | MIDWAY RD | @ IH 635 | | INTERSECTION IMPROVEMENT (SEE CMAQ 932) | 70 | 0 | 0 | 0 | | | | 0 | 0 | | |
| 1465 | GARLAND | GARLAND | JUPITER RD | BUCKINGHAM | FOREST | 4 TO 6 LANES | 59 | 2700 | 1724 | 976 | | | | 976 | | | |
| 1465 | GARLAND | GARLAND | JUPITER RD | BUCKINGHAM | FOREST | 4 TO 6 LANES (SEE 2087) | 59 | 2700 | 1724 | 976 | 76 | | | 896 | | | |
| 1470 | GARLAND | GARLAND | GARLAND AVE | SH 190 | BLACKBURN | 2 TO 6 LANES | 49 | 3135 | 1463 | 1672 | | 28 | | | 1644 | | |
| 1470 | GARLAND | GARLAND | GARLAND AVE | SH 190 | BLACKBURN | 2 TO 6 LANES | 49 | 3135 | 1463 | 1672 | 36 | | | | 1637 | | |
| 1492 | GARLAND | GARLAND | ROWLETT RD | BROADWAY | E GARLAND C/L | 4 TO 6 LANES | 49 | 1342 | 406 | 936 | | | 15 | | 921 | | |
| 1492 | GARLAND | GARLAND | ROWLETT RD | BROADWAY | E GARLAND C/L | 4 TO 6 LANES | 49 | 1342 | 406 | 936 | 15 | | | | | 921 | |
| 2920 | TXDOT-DALLAS | GARLAND | SH 78 | DALLAS/COLLIN C-L | SH 190 | 2 TO 4 LANES | 59 | 9238 | 46 | 9192 | 9092 | | 100 | | | | |
| 2920 | TXDOT-DALLAS | GARLAND | SH 78 | DALLAS/COLLIN C-L | SH 190 | 2 TO 4 LANES | 59 | 9238 | 46 | 9192 | 9092 | | | 100 | | | |
| 1678 | IRVING | IRVING | SHADY GROVE RD | E OF LOOP 12 | W OF LOOP 12 | 2 TO 6 LANES | 64 | 3219 | 624 | 2595 | 2495 | | 100 | | | | |
| 1678 | IRVING | IRVING | SHADY GROVE RD | E OF LOOP 12 | W OF LOOP 12 | 2 TO 6 LANES | 64 | 3219 | 624 | 2595 | 2495 | | | 100 | | | |
| 1696 | IRVING | IRVING | COUNTY LINE RD | SH 183 | VALLEY VIEW | 2 TO 4 LANES | 49 | 1000 | 200 | 800 | | | | | | | 800 |
| 1695 | IRVING | IRVING | COUNTY LINE RD | SH 183 | VALLEY VIEW | 2 TO 4 LANES | 49 | 1000 | 200 | 800 | | | | | | | 800 |
| 1715 | IRVING | IRVING | MACARTHUR BLVD | NORTHGATE | SH 183 | 4 TO 6 LANES | 55 | 3000 | 600 | 2400 | | | | 120 | | | 2280 |
| 1715 | IRVING | IRVING | MACARTHUR BLVD | NORTHGATE | SH 183 | 4 TO 6 LANES | 55 | 3000 | 600 | 2400 | | | | | 120 | | 2280 |
| 1722 | DALLAS COUNTY | IRVING | O'CONNOR BLVD | SH161 | SPUR 348 | 4 TO 6 LANES | 75 | 3889 | 2000 | 1888 | | 29 | 1680 | | | | |
| 1722 | DALLAS COUNTY | IRVING | O'CONNOR BLVD | SH161 | SPUR 348 | 4 TO 6 LANES | 75 | 3889 | 2000 | 1888 | 80 | | | | 1609 | | |
| 1731 | IRVING | IRVING | ROCHELLE BLVD | O'CONNOR | LEONE | 3 TO 6 LANES | 49 | 600 | 120 | 480 | | | 24 | | 456 | | |
| 1731 | IRVING | IRVING | ROCHELLE BLVD | O'CONNOR | LEONE | 3 TO 6 LANES | 49 | 600 | 120 | 480 | | | | 24 | | 456 | |
| 3079 | TXDOT-DALLAS | IRVING | MACARTHUR BLVD | IH 635 | ROYAL LN | 2 TO 6 LANES (PASS) | 59 | 5217 | 130 | 5087 | 5087 | | | | | | |
| 3079 | TXDOT-DALLAS | IRVING | MACARTHUR BLVD | IH 635 | ROYAL LN | 2 TO 6 LANES (PASS) | 59 | 5217 | 130 | 5087 | 5087 | | | | | | |
| 2301 | DALLAS COUNTY | MESQUITE | BRUTON RD | CHEYENNE DR | IH 635 | 2 TO 6 LANES | 54 | 5980 | 3500 | 2480 | | 44 | 303 | 2133 | | | |
| 2301 | DALLAS COUNTY | MESQUITE | BRUTON RD | CHEYENNE DR | IH 635 | 2 TO 6 LANES | 54 | 5980 | 3500 | 2480 | 478 | | | | | 2002 | |
| 1992 | PLANO | PLANO | COIT RD | FM 544 | PARKER | 4 TO 6 LANES (PASS) | 65 | 2956 | 591 | 2365 | 2365 | | | | | | |
| 1992 | PLANO | PLANO | COIT RD | FM 544 | PARKER | 4 TO 6 LANES (PASS) | 65 | 2956 | 591 | 2365 | 2365 | | | | | | |
| 1997 | TXDOT/DART | PLANO | SPRING CREEK PKWY | US 75 | SH 289 (PRESTON RD) | 4 TO 6 LANES (TRANSIT PASS) | 52 | 6097 | 2097 | 4000 | | | | 4000 | | | |
| 1997 | TXDOT/DART | PLANO | SPRING CREEK PKWY | US 75 | SH 289 (PRESTON RD) | 4 TO 6 LANES (TRANSIT PASS) | 52 | 6097 | 2097 | 4000 | | | | | 4000 | | |
| 2003 | PLANO | PLANO | FM 3193 (COIT RD) | PARKER RD | SH 121 | 2 TO 6 LANES (PASS) | 50 | 8262 | 0 | 8262 | | | | 1000 | 1131 | | 6131 |
| 2003 | PLANO | PLANO | FM 3193 (COIT RD) | PARKER RD | SH 121 | 2 TO 6 LANES (PASS) | 50 | 8262 | 0 | 8262 | | | | | 3910 | 4352 | |
| 2011 | PLANO | PLANO | PLANO PKWY | ALMA RD | PRESTON RD | 4 TO 6 LANES | 65 | 3033 | 1121 | 1912 | | 28 | | 1888 | | | |
| 2011 | PLANO | PLANO | PLANO PKWY | ALMA RD | PRESTON RD | 4 TO 6 LANES | 71 | 5033 | 2121 | 2912 | 28 | | | 2888 | | | |
| 2172 | COLLIN COUNTY | ALLEN/PLANO | FM 2478 (CUSTER RD) | LEGACY | FM 2170 (MCDERMOTT) | 2 TO 4 LANES | 49 | 5600 | 0 | 5600 | | | | | 1549 | | 4051 |
| 2172 | TXDOT/PLANO | PLANO/ALLEN | FM 2478 (CUSTER RD) | LEGACY | FM 2170 (MCDERMOTT) | 2 TO 4 LANES | 49 | 5600 | 0 | 5600 | | | | | | 1549 | 4051 |
| 3060 | TXDOT-DALLAS | PLANO | SH 5 (AVE K) | SPRING CREEK PKWY | CHAPARRAL RD | 2 TO 6 LANES | 53 | 3185 | 1 | 3184 | 3184 | | | | | | |
| 3060 | TXDOT-DALLAS | PLANO | SH 5 (AVE K) | SPRING CREEK PKWY | CHAPARRAL RD | 2 TO 6 LANES | 53 | 3185 | 1 | 3184 | 3184 | | | | | | |
| 3061 | TXDOT-DALLAS | PLANO | SH 5 (AVE K) | PARKER RD N | BOWMAN BRANCH | 4 TO 6 LANES | 47 | 1872 | 2 | 1870 | 1870 | | | | | | |
| 3061 | TXDOT-DALLAS | PLANO | SH 5 (AVE K) | PARKER RD N | BOWMAN BRANCH | 4 TO 6 LANES | 47 | 1872 | 2 | 1870 | 1870 | | | | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## SURFACE TRANSPORTATION PROGRAM – METROPOLITAN MOBILITY (STP-MM)
## EASTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3063 | TXDOT-DALLAS | PLANO | PARKER RD | LOS RIOS BLVD | COTTONWOOD CREEK | 2 TO 6 LANES | 47 | 2220 | 120 | 2100 | 2100 | | | | | | |
| 3063 | TXDOT-DALLAS | PLANO | PARKER RD | LOS RIOS BLVD | COTTONWOOD CREEK | 2 TO 6 LANES | 47 | 2220 | 120 | 2100 | 2100 | | | | | | |
| 3064 | TXDOT-DALLAS | PLANO | FM 544 (14TH ST) | LOS RIOS BLVD | E PLANO C/L | 4 TO 6 LANES (BOUNDARY) | 30 | 6988 | 425 | 6563 | | | | 6563 | | | |
| 3064 | TXDOT-DALLAS | PLANO | FM 544 (14TH ST) | LOS RIOS BLVD | E PLANO C/L | 4 TO 6 LANES (BOUNDARY) | 30 | 6988 | 425 | 6563 | | | | 6563 | | | |
| 2073 | RICHARDSON | RICHARDSON | BUCKINGHAM RD | GREENVILLE AVE | ABRAMS RD | 0 TO 4 LANES | 49 | 960 | 237 | 723 | 16 | | 400 | 307 | | | |
| 2073 | RICHARDSON | RICHARDSON | BUCKINGHAM RD | GREENVILLE AVE | ABRAMS RD | 0 TO 4 LANES | 49 | 960 | 237 | 723 | 416 | | | 307 | | | |
| 2078 | RICHARDSON | RICHARDSON | COLLINS BLVD | ALMA | US 75 | 0 TO 4 LANES | 55 | 940 | 188 | 752 | 12 | | 740 | | | | |
| 2078 | RICHARDSON | RICHARDSON | COLLINS BLVD | ALMA | US 75 | 0 TO 4 LANES | 55 | 940 | 188 | 752 | 12 | | | 740 | | | |
| 2082 | RICHARDSON | RICHARDSON | FLOYD NORTH EXT | SYNERGY | RENNER | 0 TO 4 LANES | 55 | 550 | 110 | 440 | | | 22 | 418 | | | |
| 2082 | RICHARDSON | RICHARDSON | FLOYD NORTH EXT | SYNERGY | RENNER | 0 TO 4 LANES | 55 | 550 | 110 | 440 | | | | 22 | | 418 | |
| 3081 | TXDOT/DART/RICH | RICHARDSON | CENTENNIAL/SPRING VALLEY | W OF SHERMAN | E OF GROVE/AUDELIA RD | 4 TO 6 LANES (TRANSIT PASS) (SEE 4191) | 69 | 4549 | 3337 | 1212 | | | | 1212 | | | |
| 3081 | TXDOT/DART/RICH | RICHARDSON | CENTENNIAL/SPRING VALLEY | W OF SHERMAN | E OF GROVE/AUDELIA RD | 4 TO 6 LANES (TRANSIT PASS) (SEE 4191) | 69 | 4549 | 3337 | 1212 | | | | | | | 1212 |
| 2064 | TXDOT-DALLAS | ROCKWALL | SH 205 | N OF SH 66 | SH 276 | 2 TO 6 LANES | 59 | 7130 | 130 | 7000 | | | | | | | 7000 |
| 2064 | TXDOT-DALLAS | ROCKWALL | SH 205 | N OF SH 66 | SH 276 | 2 TO 6 LANES | 59 | 7130 | 130 | 7000 | | | | | | | 7000 |
| 2065 | TXDOT-DALLAS | ROCKWALL | FM 740 | SH 205 | FM 3097 | 2 TO 4 LANES | 75 | 9630 | 2465 | 7165 | | | 1000 | | 1000 | | 5165 |
| 2065 | TXDOT-DALLAS | ROCKWALL | FM 740 | SH 205 | FM 3097 | 2 TO 4 LANES (TXDOT SPLIT @ IH 30) | 75 | 9630 | 2465 | 7165 | 1000 | | | 1000 | | 5165 | |
| 2067 | TXDOT-DALLAS | ROCKWALL | FM 740 | FM 3097 | FM 1140 | 2 TO 4 LANES | 52 | 1000 | 0 | 1000 | | | | | | | 1000 |
| 2067 | TXDOT-DALLAS | ROCKWALL | FM 740 | FM 3097 | FM 1140 | 2 TO 4 LANES | 52 | 1000 | 0 | 1000 | | | | | | | 1000 |
| 2066 | TXDOT-DALLAS | ROCKWALL | SH 276 | SH 205 | FM 549 | 2 TO 4 LANES | 47 | 2250 | 0 | 2250 | | | | | | | 2250 |
| 2066 | TXDOT-DALLAS | ROCKWALL | SH 276 | SH 205 | FM 549 | 2 TO 4 LANES | 47 | 2250 | 0 | 2250 | | | | | | | 2250 |
| 2064 | TXDOT-DALLAS | ROCKWALL/HEATH | FM 740 | 1.6 MI S OF IH 30 | 1.2 MI S OF IH 30 | 2 TO 4 LANES | 65 | 331 | 51 | 280 | | | | 280 | | | |
| 2064 | TXDOT-DALLAS | ROCKWALL/HEATH | FM 740 | 1.6 MI S OF IH 30 | 1.2 MI S OF IH 30 | 2 TO 4 LANES | 65 | 331 | 51 | 280 | | | | | 280 | | |
| 2127 | ROWLETT | ROWLETT | ROWLETT RD | SH 66 | ROWLETT C/L | 4 TO 6 LANES | 59 | 1480 | 740 | 740 | | | 30 | | | | 710 |
| 2127 | ROWLETT | ROWLETT | ROWLETT RD | SH 66 | ROWLETT C/L | 4 TO 6 LANES | 59 | 1480 | 740 | 740 | | | | 30 | | | 710 |
| 4999 | TXDOT-DALLAS | SACHSE | SH 78 | DALLAS/COLLIN C-L | N SACHSE C/L | 2 TO 4 LANES (BOUNDARY) | 59 | 5300 | 0 | 5300 | | | | | 5300 | | |
| 4999 | TXDOT-DALLAS | SACHSE | SH 78 | DALLAS/COLLIN C-L | N SACHSE C/L | 2 TO 4 LANES (BOUNDARY) | 59 | 5300 | 0 | 5300 | | | | | 5300 | | |
| 2332 | DALLAS COUNTY | VARIOUS | MIDWAY RD | SPRING VALLEY | DALLAS/COLLIN C-L | 6 TO 8 LANES | 70 | 8700 | 3000 | 5700 | | | | 285 | | | 5415 |
| 2332 | DALLAS COUNTY | VARIOUS | MIDWAY RD | SPRING VALLEY | DALLAS/COLLIN C-L | 6 TO 8 LANES | 70 | 8700 | 3000 | 5700 | | | | 285 | | | 5415 |
| 2493 | TXDOT | VARIOUS | IH 30-IH 35E-IH 635-US 67-IH 45-WOODALL RODGERS IN DALLAS COUNTY | | | MOBILITY ASSISTANCE (SEE CMAQ) | 77 | 1100 | 0 | 1100 | | | 1100 | | | | |
| 2493 | TXDOT | VARIOUS | IH 30-IH 35E-IH 635-US 67-IH 45-WOODALL RODGERS IN DALLAS COUNTY | | | MOBILITY ASSISTANCE (SEE CMAQ) | 77 | 1100 | 0 | 1100 | | | | | 1100 | | |
| 3013 | TXDOT-DALLAS | VARIOUS | FM 2281 | FM 544 | ROSEMEADE PKWY | 2 TO 6 LANES | 53 | 7551 | 381 | 7170 | | | | 6970 | 200 | | |
| 3013 | TXDOT-DALLAS | VARIOUS | FM 2281 | FM 544 | ROSEMEADE PKWY | 2 TO 6 LANES | 53 | 7551 | 381 | 7170 | | | | 6970 | 200 | | |
| 9998 | NCTCOG | VARIOUS | TRAVEL SURVEY | | | | | 0 | 0 | 0 | | | | 0 | | | |
| 9998 | NCTCOG | VARIOUS | TRAVEL SURVEY | | | | | 200 | 0 | 200 | | | | 200 | | | |
| | | | 1995 TIP SUBTOTALS | | | | | 306,652 | 62,427 | 244,225 | 34,981 | 866 | 16,074 | 57,887 | 27,078 | 320 | 106,999 |
| | | | 1996 TIP SUBTOTALS | | | | | 307,532 | 64,317 | 243,415 | 43,646 | 0 | 0 | 32,099 | | 29,986 | 100,792 |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## WESTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 122 | ARLINGTON | ARLINGTON | BOWEN RD | @ PLEASANT RIDGE RD | | SIGNAL IMPROVEMENTS (LOCAL FUNDS) | 65 | 53 | 53 | 0 | | | 0 | | | | |
| 122 | ARLINGTON | ARLINGTON | BOWEN RD | @ PLEASANT RIDGE RD | | SIGNAL IMPROVEMENTS (LOCAL FUNDS) | 65 | 53 | 53 | 0 | | | 0 | | | | |
| 149 | TXDOT/ARLINGTO | ARLINGTON | FM 157 (COLLINS) | @ US 180 | | INTERSECTION IMPROVEMENTS | 65 | 1970 | 394 | 1576 | | 976 | | 600 | | | |
| 149 | TXDOT/ARLINGTO | ARLINGTON | FM 157 (COLLINS) | @ US 180 | | INTERSECTION IMPROVEMENTS | 65 | 1970 | 394 | 1576 | 976 | | | 600 | | | |
| 155 | TXDOT/ARLINGTO | ARLINGTON | FM 157 (COOPER ST) | @ SPUR 303 & | @ ARKANSAS | INTERSECTION IMPROVEMENTS (R TURN LANE | 71 | 399 | 186 | 213 | 113 | | | 100 | | | |
| 155 | TXDOT/ARLINGTO | ARLINGTON | FM 157 (COOPER ST) | @ SPUR 303 & | @ ARKANSAS | INTERSECTION IMPROVEMENTS (R TURN LANE | 71 | 399 | 186 | 213 | 113 | | | 100 | | | |
| 172 | ARLINGTON | ARLINGTON | GREEN OAKS BLVD | @ RANDOL MILL RD | | SIGNAL IMPROVEMENTS | 43 | 74 | 15 | 59 | | | 59 | | | | |
| 172 | ARLINGTON | ARLINGTON | GREEN OAKS BLVD | @ RANDOL MILL RD | | SIGNAL IMPROVEMENTS | 43 | 74 | 15 | 59 | 59 | | | | | | |
| 267 | ARLINGTON | ARLINGTON | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (48) | 65 | 229 | 46 | 183 | | | 183 | | | | |
| 267 | ARLINGTON | ARLINGTON | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (48) | 65 | 229 | 46 | 183 | 183 | | | | | | |
| 270 | TXDOT/ARLINGTO | ARLINGTON | SPUR 303 | SUSAN DR | FIELDER RD | SIGNAL IMPROVEMENTS | 65 | 23 | 5 | 18 | | | 18 | | | | |
| 270 | TXDOT/ARLINGTO | ARLINGTON | SPUR 303 | SUSAN DR | FIELDER RD | SIGNAL IMPROVEMENTS | 65 | 23 | 5 | 18 | 18 | | | | | | |
| 290 | ARLINGTON | ARLINGTON | TRAFFIC SIGNAL UPGRADE | VARIOUS LOCATIONS CITYWIDE | | SIGNAL IMPROVEMENTS | 65 | 844 | 169 | 675 | | | 675 | | | | |
| 290 | ARLINGTON | ARLINGTON | TRAFFIC SIGNAL UPGRADE | VARIOUS LOCATIONS CITYWIDE | | SIGNAL IMPROVEMENTS | 65 | 844 | 169 | 675 | 675 | | | | | | |
| 308 | ARLINGTON | ARLINGTON | PARK & RIDE | IH 30 AREA | | PARK & RIDE | 47 | 550 | 110 | 440 | | 440 | | | | | |
| 308 | ARLINGTON | ARLINGTON | PARK & RIDE | IH 30 AREA | | PARK & RIDE | 47 | 550 | 110 | 440 | | | | | | 440 | |
| 4001 | ARLINGTON | ARLINGTON | ABRAM ST | BROWNING | STADIUM | INTERSECTION IMPROVEMENTS | 50 | 2660 | 1250 | 1410 | | | | | 1410 | | |
| 4001 | ARLINGTON | ARLINGTON | ABRAM ST | BROWNING | STADIUM | INTERSECTION IMPROVEMENTS | 50 | 2660 | 1250 | 1410 | | | | | 1410 | | |
| 4002 | ARLINGTON | ARLINGTON | COPELAND RD | @ FM 157 (COLLINS ST) | | INTERSECTION IMPROVEMENTS | 80 | 85 | 40 | 45 | | | 45 | | | | |
| 4002 | ARLINGTON | ARLINGTON | COPELAND RD | @ FM 157 (COLLINS ST) | | INTERSECTION IMPROVEMENTS | 80 | 85 | 40 | 45 | | | | 45 | | | |
| 4003 | ARLINGTON | ARLINGTON | FM 157 (COOPER ST) | IH 20 | PLEASANT RIDGE | INTERSECTION IMPROVEMENTS | 80 | 75 | 27 | 48 | | | 48 | | | | |
| 4003 | ARLINGTON | ARLINGTON | FM 157 (COOPER ST) | IH 20 | PLEASANT RIDGE | INTERSECTION IMPROVEMENTS | 80 | 78 | 27 | 51 | | | | 51 | | | |
| 4004 | ARLINGTON | ARLINGTON | PARK ROW DR | @ SH 360 | | INTERSECTION IMPROVEMENTS | 75 | 415 | 192 | 223 | | | 223 | | | | |
| 4004 | ARLINGTON | ARLINGTON | PARK ROW DR | @ SH 360 | | INTERSECTION IMPROVEMENTS | 75 | 415 | 192 | 223 | | | | 223 | | | |
| 4005 | ARLINGTON | ARLINGTON | MATLOCK RD | @ IH 20 | | INTERSECTION IMPROVEMENTS | 77 | 83 | 26 | 57 | | | | 57 | | | |
| 4005 | ARLINGTON | ARLINGTON | MATLOCK RD | @ IH 20 | | INTERSECTION IMPROVEMENTS | 77 | 83 | 26 | 57 | | | | 57 | | | |
| 4006 | ARLINGTON | ARLINGTON | FIELDER RD | @ PARK ROW DR | | INTERSECTION IMPROVEMENTS | 60 | 91 | 42 | 49 | | | | 49 | | | |
| 4006 | ARLINGTON | ARLINGTON | FIELDER RD | @ PARK ROW DR | | INTERSECTION IMPROVEMENTS | 60 | 91 | 42 | 49 | | | | 49 | | | |
| 4007 | ARLINGTON | ARLINGTON | ARKANSAS LN | @ MATLOCK RD | | INTERSECTION IMPROVEMENTS | 70 | 230 | 72 | 158 | | | | 158 | | | |
| 4007 | ARLINGTON | ARLINGTON | ARKANSAS LN | @ MATLOCK RD | | INTERSECTION IMPROVEMENTS | 70 | 230 | 72 | 158 | | | | 158 | | | |
| 4008 | ARLINGTON | ARLINGTON | SH 180 (DIVISION ST) | @ COOPER ST | | INTERSECTION IMPROVEMENTS | 77 | 222 | 70 | 152 | | | | 152 | | | |
| 4008 | ARLINGTON | ARLINGTON | SH 180 (DIVISION ST) | @ COOPER ST | | INTERSECTION IMPROVEMENTS | 77 | 222 | 70 | 152 | | | | 152 | | | |
| 4009 | ARLINGTON | ARLINGTON | LAMAR BLVD | @ RANDY SNOW LN | | INTERSECTION IMPROVEMENTS | 70 | 120 | 40 | 80 | | | | 80 | | | |
| 4009 | ARLINGTON | ARLINGTON | LAMAR BLVD | @ RANDY SNOW LN | | INTERSECTION IMPROVEMENTS | 70 | 120 | 40 | 80 | | | | 80 | | | |
| 4010 | ARLINGTON | ARLINGTON | PARK ROW DR | COOPER ST | PECAN DR | CORRIDOR IMPROVEMENTS | 75 | 1250 | 575 | 675 | | | 675 | | | | |
| 4010 | ARLINGTON | ARLINGTON | PARK ROW DR | COOPER ST | PECAN DR | CORRIDOR IMPROVEMENTS | 75 | 1250 | 575 | 675 | | | | 675 | | | |
| 4011 | ARLINGTON | ARLINGTON | FIELDER RD | SYLVAN DR | RANDOL MILL | CORRIDOR IMPROVEMENTS | 53 | 1810 | 655 | 1155 | | | | | 1155 | | |
| 4011 | ARLINGTON | ARLINGTON | FIELDER RD | SYLVAN DR | RANDOL MILL | CORRIDOR IMPROVEMENTS | 53 | 1810 | 655 | 1155 | | | | | 1155 | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## WESTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4012 | ARLINGTON | ARLINGTON | RANDOL MILL RD | OAKWOOD LN | RANDOL MILL PARK | CORRIDOR IMPROVEMENTS | 63 | 450 | 95 | 355 | | | | | 355 | | |
| 4012 | ARLINGTON | ARLINGTON | RANDOL MILL RD | OAKWOOD LN | RANDOL MILL PARK | CORRIDOR IMPROVEMENTS | 63 | 450 | 95 | 355 | | | | 355 | | | |
| 4013 | ARLINGTON | ARLINGTON | FIELDER RD | @ NORWOOD LN | | INTERSECTION IMPROVEMENTS | 70 | 175 | 55 | 120 | | | | | 120 | | |
| 4013 | ARLINGTON | ARLINGTON | FIELDER RD | @ NORWOOD LN | | INTERSECTION IMPROVEMENTS | 70 | 0 | 0 | 0 | | | | | 0 | | |
| 4014 | ARLINGTON | ARLINGTON | PIONEER PKWY | @ PARK SPRINGS BLVD | | INTERSECTION IMPROVEMENTS | 80 | 52 | 25 | 27 | | | | 27 | | | |
| 4014 | ARLINGTON | ARLINGTON | PIONEER PKWY | @ PARK SPRINGS BLVD | | INTERSECTION IMPROVEMENTS | 80 | 52 | 25 | 27 | | | | 27 | | | |
| 4015 | ARLINGTON | ARLINGTON | PARK ROW DR | @ NORWOOD LN | | INTERSECTION IMPROVEMENTS | 65 | 175 | 55 | 120 | | | | | 120 | | |
| 4015 | ARLINGTON | ARLINGTON | PARK ROW DR | @ NORWOOD LN | | INTERSECTION IMPROVEMENTS | 65 | 175 | 55 | 120 | | | | 120 | | | |
| 4016 | ARLINGTON | ARLINGTON | ABRAM ST | @ NEW YORK AVE | | INTERSECTION IMPROVEMENTS | 65 | 190 | 60 | 130 | | | | 130 | | | |
| 4016 | ARLINGTON | ARLINGTON | ABRAM ST | @ NEW YORK AVE | | INTERSECTION IMPROVEMENTS | 65 | 190 | 60 | 130 | | | | 130 | | | |
| 4268 | TXDOT-FT WORTH | ARLINGTON | IH 20 | @ COLLINS ST | | SIGNAL IMPROVEMENTS | 60 | 86 | 0 | 86 | | | 86 | | | | |
| 4268 | TXDOT-FT WORTH | ARLINGTON | IH 20 | @ COLLINS ST | | SIGNAL IMPROVEMENTS | 60 | 86 | 0 | 86 | | | | | | | 86 |
| 2779 | TXDOT-FT WORTH | BEDFORD | SH 121 | @ CENTRAL DR | | INTERSECTION IMPROVEMENTS | 43 | 383 | 0 | 383 | | | 383 | | | | |
| 2779 | TXDOT-FT WORTH | BEDFORD | SH 121 | @ CENTRAL DR | | INTERSECTION IMPROVEMENTS | 43 | 354 | 0 | 354 | 354 | | | | | | |
| 4227 | TXDOT-FT WORTH | BEDFORD | SH 121 | @ MID-CITIES BLVD | | SIGNAL IMPROVEMENTS | 60 | 85 | 9 | 76 | | | 76 | | | | |
| 4227 | TXDOT-FT WORTH | BEDFORD | SH 121 | @ MID-CITIES BLVD | | SIGNAL IMPROVEMENTS | 60 | 129 | 9 | 120 | 120 | | | | | | |
| 4322 | BEDFORD | BEDFORD | BEDFORD RD | @ MURPHY DR | | INTERSECTION IMPROVEMENTS | 45 | 380 | 76 | 304 | | | | | | | 304 |
| 4322 | BEDFORD | BEDFORD | BEDFORD RD | @ MURPHY DR | | INTERSECTION IMPROVEMENTS | 45 | 380 | 76 | 304 | | | | | | 304 | |
| 4323 | BEDFORD | BEDFORD | BEDFORD RD | @ CENTRAL DR | | INTERSECTION IMPROVEMENTS | 55 | 373 | 75 | 298 | | | | | | | 298 |
| 4323 | BEDFORD | BEDFORD | BEDFORD RD | @ CENTRAL DR | | INTERSECTION IMPROVEMENTS | 55 | 373 | 75 | 298 | | | | | | 298 | |
| 4324 | BEDFORD | BEDFORD | CENTRAL DR | @ AIRPORT FRWY | | INTERSECTION IMPROVEMENTS | 60 | 79 | 0 | 79 | | | 79 | | | | |
| 4324 | BEDFORD | BEDFORD | CENTRAL DR | @ AIRPORT FRWY | | INTERSECTION IMPROVEMENTS | 60 | 79 | 0 | 79 | | | | 79 | | | |
| 4326 | BEDFORD | BEDFORD | MURPHY DR | @ L DON DODSON/MARTIN DR | | INTERSECTION IMPROVEMENTS | 55 | 146 | 29 | 116 | | | | | | | 116 |
| 4326 | BEDFORD | BEDFORD | MURPHY DR | @ L DON DODSON/MARTIN DR | | INTERSECTION IMPROVEMENTS | 55 | 146 | 29 | 116 | | | | | | 116 | |
| 4327 | BEDFORD | BEDFORD | HARWOOD RD | @ MCLAIN DR | | INTERSECTION IMPROVEMENTS | 55 | 145 | 29 | 116 | | | 116 | | | | |
| 4327 | BEDFORD | BEDFORD | HARWOOD RD | @ MCLAIN DR | | INTERSECTION IMPROVEMENTS | 55 | 145 | 29 | 116 | | | | 116 | | | |
| 4064 | COLLEYVILLE | COLLEYVILLE | SH 26 | @ GLADE | | INTERSECTION IMPROVEMENTS | 68 | 350 | 83 | 267 | | | | | 267 | | |
| 4064 | COLLEYVILLE | COLLEYVILLE | SH 26 | @ GLADE | | INTERSECTION IMPROVEMENTS | 68 | 415 | 83 | 332 | | | | | 332 | | |
| 4065 | COLLEYVILLE | COLLEYVILLE | SH 26 | @ PLEASANT RUN | | INTERSECTION IMPROVEMENTS (REALIGNMEN | 68 | 310 | 62 | 248 | | | | | 248 | | |
| 4065 | COLLEYVILLE | COLLEYVILLE | SH 26 | @ PLEASANT RUN | | INTERSECTION IMPROVEMENTS (REALIGNMEN | 68 | 310 | 62 | 248 | | | | | 248 | | |
| 4229 | TXDOT-FT WORTH | COLLEYVILLE | SH 26 | @ JOHN MCCAIN | | SIGNAL IMPROVEMENTS | 60 | 10 | 0 | 10 | | | 10 | | | | |
| 4229 | TXDOT-FT WORTH | COLLEYVILLE | SH 26 | @ JOHN MCCAIN | | SIGNAL IMPROVEMENTS (COMB W/4276) | 60 | 0 | 0 | 0 | | | | | | | |
| 4269 | TXDOT-FT WORTH | COLLEYVILLE | SH 26 | @ BRANSFORD RD | | SIGNAL IMPROVEMENTS | 60 | 50 | 0 | 50 | | | | 0 | | | |
| 4269 | TXDOT-FT WORTH | COLLEYVILLE | SH 26 | @ BRANSFORD RD | | SIGNAL IMPROVEMENTS | 60 | 50 | 0 | 50 | | | 50 | | | | |
| 4276 | TXDOT-FT WORTH | COLLEYVILLE | SH 26 | @ TINKER ST | | SIGNAL IMPROVEMENTS | 60 | 10 | 0 | 10 | | | | 50 | | | |
| 4276 | TXDOT-FT WORTH | COLLEYVILLE | SH 26 | @ TINKER ST | & @ JOHN MCCAIN | SIGNAL IMPROVEMENTS (2) (COMB W/4229) | 60 | 20 | 0 | 20 | 20 | | 10 | | | | |
| 2776 | TXDOT-FT WORTH | EULESS | SH 10 | @ VINE | | SIGNAL IMPROVEMENTS | 59 | 46 | 0 | 46 | 46 | | | | | | |
| 2776 | TXDOT-FT WORTH | EULESS | SH 10 | @ VINE | | SIGNAL IMPROVEMENTS | 59 | 46 | 0 | 46 | 46 | | | | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## WESTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4107 | EULESS | EULESS | WESTPARK WAY | @ TIBBETS & | @ SILVERCREEK | SIGNAL IMPROVEMENTS (2) | 55 | 120 | 37 | 83 | | | 83 | | | | |
| 4107 | EULESS | EULESS | WESTPARK WAY | @ TIBBETS & | @ SILVERCREEK | SIGNAL IMPROVEMENTS (2) | 55 | 120 | 37 | 83 | | | | 83 | | | |
| 4108 | EULESS | EULESS | HARWOOD RD | @ ARANSAS | | SIGNAL IMPROVEMENTS | 55 | 79 | 25 | 54 | | | 54 | | | | |
| 4108 | EULESS | EULESS | HARWOOD RD | @ ARANSAS | | SIGNAL IMPROVEMENTS (NOT WARRANTED) | 55 | 0 | 0 | 0 | | | | 0 | | | |
| 4109 | EULESS | EULESS | GLADE RD | @ BAZE DR | | INTERSECTION IMPROVEMENTS | 70 | 16 | 5 | 11 | | | 11 | | | | |
| 4109 | EULESS | EULESS | GLADE RD | @ BAZE DR | | INTERSECTION IMPROVEMENTS | 70 | 16 | 5 | 11 | | | | 11 | | | |
| 4110 | EULESS | EULESS | ECTOR DR | @ TROJAN TRL | | INTERSECTION IMPROVEMENTS | 60 | 75 | 25 | 50 | | | 50 | | | | |
| 4110 | EULESS | EULESS | ECTOR DR | @ TROJAN TRL | | INTERSECTION IMPROVEMENTS | 60 | 75 | 25 | 50 | | | | 50 | | | |
| 4111 | EULESS | EULESS | N MAIN ST | @ SH 183 | | INTERSECTION IMPROVEMENTS | 60 | 89 | 30 | 59 | | | | 59 | | | |
| 4111 | EULESS | EULESS | N MAIN ST | @ SH 183 | | INTERSECTION IMPROVEMENTS | 60 | 89 | 30 | 59 | | | | 59 | | | |
| 4112 | EULESS | EULESS | WESTPARK WAY | SH 183 | PARKVIEW | CORRIDOR IMPROVEMENTS | 70 | 82 | 26 | 56 | | | 56 | | | | |
| 4112 | EULESS | EULESS | WESTPARK WAY | SH 183 | PARKVIEW | CORRIDOR IMPROVEMENTS | 70 | 82 | 26 | 56 | | | | 56 | | | |
| 4223 | TXDOT-FT WORTH | EULESS | SH 10 | @ PIPELINE RD | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | 47 | | | | |
| 4223 | TXDOT-FT WORTH | EULESS | SH 10 | @ PIPELINE RD | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | | | | | 47 |
| 4226 | TXDOT-FT WORTH | EULESS | SH 10 | @ ECTOR & | @ SIMMONS | SIGNAL IMPROVEMENTS (2) | 60 | 10 | 0 | 10 | | | 10 | | | | |
| 4226 | TXDOT-FT WORTH | EULESS | SH 10 | @ ECTOR & | @ SIMMONS | SIGNAL IMPROVEMENTS (2) | 55 | 54 | 0 | 54 | 54 | | | | | | |
| 4116 | FOREST HILL | FOREST HILL | FOREST HILL DR | | | BIKEWAY | 53 | 102 | 20 | 82 | | | 82 | | | | |
| 4116 | FOREST HILL | FOREST HILL | FOREST HILL DR | | | BIKEWAY | 53 | 102 | 20 | 82 | | | | 82 | | | |
| 4117 | FOREST HILL | FOREST HILL | 18-PASSENGER VAN | & FY 95 OPERATING COST | | TRANSIT (FTA) | 50 | 68 | 23 | 46 | | | 46 | | | | |
| 4117 | FOREST HILL | FOREST HILL | 18-PASSENGER VAN | & FY 96 OPERATING COST | | TRANSIT (FTA) | 50 | 68 | 23 | 45 | 45 | | | | | | |
| 1297 | FORT WORTH | FORT WORTH | CLEARFORK/BENBROOK BIKE TRAIL | SOUTHWEST BLVD | LAKE BENBROOK | BIKEWAY | 35 | 688 | 138 | 550 | | 50 | 500 | | | | |
| 1297 | FORT WORTH | FORT WORTH | CLEARFORK/BENBROOK BIKE TRAIL | SOUTHWEST BLVD | LAKE BENBROOK | BIKEWAY | 35 | 688 | 138 | 550 | | | | | | 550 | |
| 1377 | FORT WORTH | FORT WORTH | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (591) (SEE 4132) | 65 | 2160 | 432 | 1728 | | | 1728 | | | | |
| 1377 | FORT WORTH | FORT WORTH | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (591) (SEE 4132) | 65 | 2160 | 432 | 1728 | 1728 | | | | | | |
| 2770 | TXDOT-FT WORTH | FORT WORTH | IH 20/LOOP 820 | IH 35W TO US 287 & | IH 35W @ IH 20 | SURVEILLANCE | 48 | 2126 | 0 | 2126 | 2126 | | | | | | |
| 2770 | TXDOT-FT WORTH | FORT WORTH | IH 20/LOOP 820 | IH 35W TO US 287 & | IH 35W @ IH 20 | SURVEILLANCE | 48 | 2126 | 0 | 2126 | 2126 | | | | | | |
| 2771 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ UNIVERSITY DR | | SURVEILLANCE | 48 | 50 | 0 | 50 | | | 50 | | | | |
| 2771 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ UNIVERSITY DR | | SURVEILLANCE | 48 | 50 | 0 | 50 | | | | 50 | | | |
| 2774 | TXDOT-FT WORTH | FORT WORTH | IH 35W | HATTIE ST | FELIX ST | SURVEILLANCE | 83 | 267 | 0 | 267 | | 267 | | | | | |
| 2774 | TXDOT-FT WORTH | FORT WORTH | IH 35W | HATTIE ST | FELIX ST | SURVEILLANCE | 83 | 267 | 0 | 267 | | | | | 267 | | |
| 4120 | FORT WORTH | FORT WORTH | MONTGOMERY | @ IH 30 | | INTERSECTION IMPROVEMENTS | 77 | 120 | 38 | 82 | | | | | 82 | | |
| 4120 | FORT WORTH | FORT WORTH | MONTGOMERY | @ IH 30 | | INTERSECTION IMPROVEMENTS | 77 | 120 | 38 | 82 | | | | 82 | | | |
| 4121 | FORT WORTH | FORT WORTH | 7TH ST/COMMERCE | @ CALHOUN | | INTERSECTION IMPROVEMENTS | 65 | 100 | 31 | 69 | | | 69 | | | | |
| 4121 | FORT WORTH | FORT WORTH | 7TH ST/COMMERCE | @ CALHOUN | | INTERSECTION IMPROVEMENTS | 65 | 100 | 31 | 69 | | | | 69 | | | |
| 4122 | FORT WORTH | FORT WORTH | 6TH AVE | @ PENNSYLVANIA | | INTERSECTION IMPROVEMENTS | 77 | 125 | 52 | 73 | | | 73 | | | | |
| 4122 | FORT WORTH | FORT WORTH | 6TH AVE | @ PENNSYLVANIA | | INTERSECTION IMPROVEMENTS | 77 | 125 | 52 | 73 | | | | 73 | | | |
| 4123 | FORT WORTH | FORT WORTH | 6TH AVE | @ ROSEDALE | | INTERSECTION IMPROVEMENTS | 48 | 800 | 200 | 600 | | | | | 600 | | |
| 4123 | FORT WORTH | FORT WORTH | 6TH AVE | @ ROSEDALE | | INTERSECTION IMPROVEMENTS | 48 | 800 | 200 | 600 | | | | | | | 600 |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## WESTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4124 | FORT WORTH | FORT WORTH | SPUR 580 | @ LAS VEGAS | | INTERSECTION IMPROVEMENTS | 73 | 60 | 15 | 45 | | | | | 45 | | |
| 4124 | FORT WORTH | FORT WORTH | SPUR 580 | @ LAS VEGAS | | INTERSECTION IMPROVEMENTS | 73 | 60 | 15 | 45 | | | | 45 | | | |
| 4125 | FORT WORTH | FORT WORTH | DIRKS RD | @ BRYANT-IRVIN | | INTERSECTION IMPROVEMENTS | 47 | 180 | 50 | 130 | | | | | 130 | | |
| 4125 | FORT WORTH | FORT WORTH | DIRKS RD | @ BRYANT-IRVIN | | INTERSECTION IMPROVEMENTS | 47 | 180 | 50 | 130 | | | | 130 | | | |
| 4126 | FORT WORTH | FORT WORTH | HULEN ST | @ IH 20 & | @ BARWICK | INTERSECTION IMPROVEMENTS | 68 | 240 | 50 | 190 | | | | | | | 190 |
| 4126 | FORT WORTH | FORT WORTH | HULEN ST | @ IH 20 & | @ BARWICK | INTERSECTION IMPROVEMENTS | 68 | 240 | 50 | 190 | | | | 190 | | | |
| 4127 | FORT WORTH | FORT WORTH | IH 820 | @ N BEACH | | INTERSECTION IMPROVEMENTS | 43 | 3200 | 1500 | 1700 | | | | 1700 | | | |
| 4127 | FORT WORTH | FORT WORTH | IH 820 | @ N BEACH | | INTERSECTION IMPROVEMENTS | 43 | 3200 | 1500 | 1700 | | | | | | 1700 | |
| 4129 | FORT WORTH | FORT WORTH | GRANBURY/WABASH | TRAIL LAKE | SEMINARY | INTERSECTION IMPROVEMENTS | 55 | 1400 | 280 | 1120 | | | | 1120 | | | |
| 4129 | FORT WORTH | FORT WORTH | GRANBURY/WABASH | TRAIL LAKE | SEMINARY | INTERSECTION IMPROVEMENTS | 55 | 1400 | 280 | 1120 | | | | | 1120 | | |
| 4130 | FORT WORTH | FORT WORTH | CAMP BOWIE/W 7TH | @ UNIVERSITY DRIVE | | INTERSECTION IMPROVEMENTS | 50 | 1250 | 250 | 1000 | | | | | 1000 | | |
| 4130 | FORT WORTH | FORT WORTH | CAMP BOWIE/W 7TH | @ UNIVERSITY DRIVE | | INTERSECTION IMPROVEMENTS | 50 | 1250 | 250 | 1000 | | | | 1000 | | | |
| 4131 | FORT WORTH | FORT WORTH | N BEACH ST | @ RAILTRAN | | GRADE SEPARATION | 53 | 2000 | 920 | 1080 | | | | | 1080 | | |
| 4131 | FORT WORTH | FORT WORTH | N BEACH ST | @ RAILTRAN | | GRADE SEPARATION | 53 | 2000 | 920 | 1080 | | | | | | 1080 | |
| 4132 | FORT WORTH | FORT WORTH | SYSTEM EXPANSION | | | SIGNAL IMPROVEMENTS (SEE 1377) | 60 | 1000 | 200 | 800 | | | | 800 | | | |
| 4132 | FORT WORTH | FORT WORTH | SYSTEM EXPANSION | | | SIGNAL IMPROVEMENTS (SEE 1377) | 60 | 1000 | 200 | 800 | | | | | 800 | | |
| 4133 | FORT WORTH | FORT WORTH | CITYWIDE INCIDENT DETECTION PROGRAM | | | IDRS | 60 | 400 | 80 | 320 | | | | 320 | | | |
| 4133 | FORT WORTH | FORT WORTH | CITYWIDE INCIDENT DETECTION PROGRAM | | | IDRS | 60 | 400 | 80 | 320 | | | | | 320 | | |
| 4206 | TXDOT-FT WORTH | FORT WORTH | IH 35W | SYCAMORE SCHOOL RD | ALTA MESA | INTERSECTION IMPROVEMENTS | 45 | 568 | 0 | 568 | | | 568 | | | | |
| 4206 | TXDOT-FT WORTH | FORT WORTH | IH 35W | SYCAMORE SCHOOL RD | ALTA MESA | INTERSECTION IMPROVEMENTS | 45 | 717 | 0 | 717 | 717 | | | | | | |
| 4210 | TXDOT-FT WORTH | FORT WORTH | SH 183 | IH 820 | DALLAS C-L | SURVEILLANCE | 60 | 1200 | 0 | 1200 | | | 1200 | | | | |
| 4210 | TXDOT-FT WORTH | FORT WORTH | SH 183 | IH 820 | DALLAS C-L | SURVEILLANCE | 60 | 1200 | 0 | 1200 | | | | 1200 | | | |
| 4214 | TXDOT-FT WORTH | FORT WORTH | E IH 820 | @ IH 30 | | SURVEILLANCE | 45 | 900 | 0 | 900 | | | | 900 | | | |
| 4214 | TXDOT-FT WORTH | FORT WORTH | E IH 820 | @ IH 30 | | SURVEILLANCE | 45 | 900 | 0 | 900 | | | | | 900 | | |
| 4216 | TXDOT-FT WORTH | FORT WORTH | IH 20 | @ MCCART ST | | SURVEILLANCE | 45 | 4000 | 0 | 4000 | | | | | 4000 | | |
| 4216 | TXDOT-FT WORTH | FORT WORTH | IH 20 | @ MCCART ST | | SURVEILLANCE | 45 | 4000 | 0 | 4000 | 1500 | | | | 2500 | | |
| 4224 | TXDOT-FT WORTH | FORT WORTH | FM 1187 | @ IH 35W | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | 85 | | | | |
| 4224 | TXDOT-FT WORTH | FORT WORTH | FM 1187 | @ IH 35W | | SIGNAL IMPROVEMENTS (CONSTR W/STATE FU | 50 | 0 | 0 | 0 | 0 | | | | | | |
| 4236 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ VAUGHN BLVD | | SIGNAL IMPROVEMENTS | 50 | 30 | 0 | 30 | | | 30 | | | | |
| 4236 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ VAUGHN BLVD | | SIGNAL IMPROVEMENTS | 50 | 30 | 0 | 30 | | | | 30 | | | |
| 4237 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ BERRY-VAUGHN | | SIGNAL IMPROVEMENTS | 50 | 60 | 0 | 60 | | | 60 | | | | |
| 4237 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ BERRY-VAUGHN | | SIGNAL IMPROVEMENTS | 50 | 60 | 0 | 60 | | | | 60 | | | |
| 4238 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ BERRY ST | | SIGNAL IMPROVEMENTS | 60 | 30 | 0 | 30 | | | 30 | | | | |
| 4238 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ BERRY ST | | SIGNAL IMPROVEMENTS | 60 | 30 | 0 | 30 | | | | 30 | | | |
| 4239 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ GREEN OAKS RD | | SIGNAL IMPROVEMENTS | 55 | 85 | 0 | 85 | | | 85 | | | | |
| 4239 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ GREEN OAKS RD | | SIGNAL IMPROVEMENTS | 55 | 85 | 0 | 85 | | | | 85 | | | |
| 4240 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ FOREST PARK | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | 85 | | | | |
| 4240 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ FOREST PARK | | SIGNAL IMPROVEMENTS | 50 | 99 | 0 | 99 | | | | 99 | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4241 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ CHERRY LN | | SIGNAL IMPROVEMENTS | 55 | 85 | 0 | 85 | | | 85 | | | | |
| 4241 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ CHERRY LN | | SIGNAL IMPROVEMENTS | 55 | 87 | 0 | 87 | | | | 87 | | | |
| 4242 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ BEACH ST | | SIGNAL IMPROVEMENTS | 50 | 90 | 0 | 90 | | | 90 | | | | |
| 4242 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ BEACH ST | | SIGNAL IMPROVEMENTS | 50 | 90 | 0 | 90 | | | | 90 | | | |
| 4243 | TXDOT-FT WORTH | FORT WORTH | IH 35W | @ SH 183 | | SIGNAL IMPROVEMENTS | 55 | 90 | 0 | 90 | | | 90 | | | | |
| 4243 | TXDOT-FT WORTH | FORT WORTH | IH 35W @ SH 183 & NORTHWIDE DR, | IH 820 @ TRINITY BLVD, | & SH 183 @ VICKERY BLVD | SIGNAL IMPROVEMENTS (4) (W/4250/4262/4263) | 55 | 209 | 0 | 209 | | | | 209 | | | |
| 4244 | TXDOT-FT WORTH | FORT WORTH | SH 121 | @ BEACH ST | | SIGNAL IMPROVEMENTS | 55 | 85 | 0 | 85 | | | 85 | | | | |
| 4244 | TXDOT-FT WORTH | FORT WORTH | SH 121 | @ BEACH ST | | SIGNAL IMPROVEMENTS (COMB W/4246) | 55 | 0 | 0 | 0 | | | 0 | | | | |
| 4245 | TXDOT-FT WORTH | FORT WORTH | SH 121 | @ RIVERSIDE DR | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | 85 | | | | |
| 4245 | TXDOT-FT WORTH | FORT WORTH | SH 121 | @ RIVERSIDE DR | | SIGNAL IMPROVEMENTS (COMB W/4246) | 50 | 0 | 0 | 0 | | | 0 | | | | |
| 4246 | TXDOT-FT WORTH | FORT WORTH | SH 121 | @ SYLVANNIA AVE | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | 85 | | | | |
| 4246 | TXDOT-FT WORTH | FORT WORTH | SH 121 | @ SYLVANNIA AVE, BEACH | & RIVERSIDE DR | SIGNAL IMPROVEMENTS (COMB W/4244 & 4245) | 50 | 281 | 0 | 281 | | | | 281 | | | |
| 4247 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ RIVERSIDE DR | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | 85 | | | | |
| 4247 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ RIVERSIDE DR | | SIGNAL IMPROVEMENTS | 50 | 133 | 0 | 133 | | | | 133 | | | |
| 4248 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ RIDGMAR BLVD | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | 85 | | | | |
| 4248 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ RIDGMAR BLVD | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | | 85 | | | |
| 4249 | TXDOT-FT WORTH | FORT WORTH | IH 35W | @ EVERMAN RD | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | 85 | | | | |
| 4249 | TXDOT-FT WORTH | FORT WORTH | IH 35W | @ EVERMAN RD | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | | 85 | | | |
| 4250 | TXDOT-FT WORTH | FORT WORTH | IH 35W | @ NORTHWIDE DR | | SIGNAL IMPROVEMENTS | 45 | 85 | 0 | 85 | | | 85 | | | | |
| 4250 | TXDOT-FT WORTH | FORT WORTH | IH 35W | @ NORTHWIDE DR | | SIGNAL IMPROVEMENTS (COMB W/4243) | 45 | 0 | 0 | 0 | | | 0 | | | | |
| 4251 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ BRENTWOOD-STAIR | | SIGNAL IMPROVEMENTS | 50 | 85 | 0 | 85 | | | 85 | | | | |
| 4251 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ BRENTWOOD-STAIR | | SIGNAL IMPROVEMENTS | 50 | 91 | 0 | 91 | | | | 91 | | | |
| 4252 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ MEADOWBROOK DR | | SIGNAL IMPROVEMENTS | 45 | 85 | 0 | 85 | | | 85 | | | | |
| 4252 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ MEADOWBROOK DR | | SIGNAL IMPROVEMENTS | 45 | 92 | 0 | 92 | | | | 92 | | | |
| 4253 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ SPUR 303 | | SIGNAL IMPROVEMENTS | 45 | 85 | 0 | 85 | | | 85 | | | | |
| 4253 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ SPUR 303 | | SIGNAL IMPROVEMENTS | 45 | 107 | 0 | 107 | | | | 107 | | | |
| 4255 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ ERATH ST | | SIGNAL IMPROVEMENTS | 50 | 5 | 0 | 5 | | | 5 | | | | |
| 4255 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ ERATH ST | | SIGNAL IMPROVEMENTS | 50 | 5 | 0 | 5 | | | | 5 | | | |
| 4256 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ MILLER & | @ WILBARGER | SIGNAL IMPROVEMENTS (2) | 50 | 10 | 0 | 10 | | | 10 | | | | |
| 4256 | TXDOT-FT WORTH | FORT WORTH | US 287 | @ MILLER & | @ WILBARGER | SIGNAL IMPROVEMENTS (2) | 60 | 10 | 0 | 10 | | | | 10 | | | |
| 4257 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ LAS VEGAS TRL | | SIGNAL IMPROVEMENTS | 60 | 13 | 0 | 13 | | | 13 | | | | |
| 4257 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ LAS VEGAS TRL | | SIGNAL IMPROVEMENTS | 60 | 22 | 0 | 22 | | | | 22 | | | |
| 4258 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ UNIVERSITY & | @ VICKERY | SIGNAL IMPROVEMENTS (2) | 50 | 13 | 0 | 13 | | | 13 | | | | |
| 4258 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ UNIVERSITY & | @ VICKERY | SIGNAL IMPROVEMENTS (2) | 60 | 31 | 0 | 31 | | | | 31 | | | |
| 4259 | TXDOT-FT WORTH | FORT WORTH | IH 20 | @ HEMPHILL ST | | SIGNAL IMPROVEMENTS | 60 | 8 | 0 | 8 | | | 8 | | | | |
| 4259 | TXDOT-FT WORTH | FORT WORTH | IH 20 | @ HEMPHILL ST | | SIGNAL IMPROVEMENTS | 60 | 16 | 0 | 16 | | | | 16 | | | |
| 4260 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ SPUR 580 | | SIGNAL IMPROVEMENTS | 60 | 8 | 0 | 8 | | | 8 | | | | |
| 4260 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ SPUR 580 | | SIGNAL IMPROVEMENTS | 60 | 15 | 0 | 15 | | | | 15 | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4261 | TXDOT-FT WORTH | FORT WORTH | IH 20 | @ BRYANT-IRVIN RD | | SIGNAL IMPROVEMENTS | 60 | 8 | 0 | 8 | | | 8 | | | | |
| 4261 | TXDOT-FT WORTH | FORT WORTH | IH 20 | @ BRYANT-IRVIN RD | | SIGNAL IMPROVEMENTS | 56 | 13 | 0 | 13 | | | | 13 | | | |
| 4262 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ TRINITY BLVD | | SIGNAL IMPROVEMENTS | 60 | 6 | 0 | 6 | | | 6 | | | | |
| 4262 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ TRINITY BLVD | | SIGNAL IMPROVEMENTS (COMB W/4243) | 60 | 0 | 0 | 0 | | | 0 | | | | |
| 4263 | TXDOT-FT WORTH | FORT WORTH | SH 183 | @ VICKERY BLVD | | SIGNAL IMPROVEMENTS | 60 | 4 | 0 | 4 | | | 4 | | | | |
| 4263 | TXDOT-FT WORTH | FORT WORTH | SH 183 | @ VICKERY BLVD | | SIGNAL IMPROVEMENTS (COMB W/4243) | 60 | 0 | 0 | 0 | | | 0 | | | | |
| 4264 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ HORNE ST | | SIGNAL IMPROVEMENTS | 60 | 8 | 0 | 8 | | | 8 | | | | |
| 4264 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ HORNE ST | | SIGNAL IMPROVEMENTS | 60 | 17 | 0 | 17 | | | | 17 | | | |
| 4265 | TXDOT-FT WORTH | FORT WORTH | IH 20 | @ HULEN ST | | SIGNAL IMPROVEMENTS | 60 | 8 | 0 | 8 | | | 8 | | | | |
| 4265 | TXDOT-FT WORTH | FORT WORTH | IH 20 | @ HULEN ST | | SIGNAL IMPROVEMENTS | 60 | 42 | 0 | 42 | | | | 42 | | | |
| 4266 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ OAKLAND BLVD | | SIGNAL IMPROVEMENTS | 60 | 8 | 0 | 8 | | | 8 | | | | |
| 4266 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ OAKLAND BLVD | | SIGNAL IMPROVEMENTS | 56 | 21 | 0 | 21 | | | | 21 | | | |
| 4274 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ ASHLAND AVE | | SIGNAL IMPROVEMENTS | 60 | 80 | 0 | 80 | | | 80 | | | | |
| 4274 | TXDOT-FT WORTH | FORT WORTH | IH 30 | @ ASHLAND AVE | | SIGNAL IMPROVEMENTS | 60 | 80 | 0 | 80 | | | | 80 | | | |
| 4275 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ BEACH ST | | SIGNAL IMPROVEMENTS | 67 | 80 | 17 | 63 | | | 63 | | | | |
| 4275 | TXDOT-FT WORTH | FORT WORTH | IH 820 | @ BEACH ST | | SIGNAL IMPROVEMENTS | 62 | 97 | 17 | 80 | | | | 80 | | | |
| 1527 | TXDOT/GRAND PR | GRAND PRAIRIE | SH 360 FRONTAGE | FOUNTAIN PKWY | POST & PADDOCK | SIGNAL IMPROVEMENTS (3) | 65 | 120 | 36 | 84 | | 44 | 40 | | | | |
| 1527 | TXDOT/GRAND PR | GRAND PRAIRIE | SH 360 FRONTAGE | FOUNTAIN PKWY | POST & PADDOCK | SIGNAL IMPROVEMENTS (3) | 65 | 120 | 36 | 84 | | | | 84 | | | |
| 1529B | TXDOT/GRAND PR | GRAND PRAIRIE | SH 303 | @ GREAT SW PKWY | | INTERSECTION IMPROVEMENTS | 66 | 356 | 79 | 277 | | | 277 | | | | |
| 1529B | TXDOT/GRAND PR | GRAND PRAIRIE | SH 303 | @ GREAT SW PKWY | | INTERSECTION IMPROVEMENTS | 66 | 356 | 79 | 277 | | | | 277 | | | |
| 1561 | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | CITYWIDE | | SIGNAL IMPROVEMENTS (4) | 65 | 850 | 425 | 425 | | | 200 | 225 | | | |
| 1561 | GRAND PRAIRIE | GRAND PRAIRIE | VARIOUS LOCATIONS | CITYWIDE | | SIGNAL IMPROVEMENTS (4) | 65 | 740 | 370 | 370 | | | | 90 | 109 | 171 | |
| 1609 | GRAPEVINE | GRAPEVINE | MAIN ST | @ WALL, WORTH, & COLLEGE | | SIGNAL IMPROVEMENTS (3) | 65 | 274 | 55 | 219 | | 15 | 204 | | | | |
| 1609 | GRAPEVINE | GRAPEVINE | MAIN ST | @ WALL, WORTH, & COLLEGE | | SIGNAL IMPROVEMENTS (3) | 66 | 210 | 55 | 155 | 155 | | | | | | |
| 1614 | GRAPEVINE | GRAPEVINE | GRAPEVINE/SOUTHLAKE BIKE TRAIL | | | BIKEWAY | 47 | 509 | 102 | 407 | | 47 | 360 | | | | |
| 1614 | GRAPEVINE | GRAPEVINE | GRAPEVINE/SOUTHLAKE BIKE TRAIL | | | BIKEWAY | 47 | 509 | 102 | 407 | | | | 407 | | | |
| 2780 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | @ GLADE RD | | INTERSECTION IMPROVEMENTS | 45 | 66 | 0 | 66 | 66 | | | | | | |
| 2780 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | @ GLADE RD | | INTERSECTION IMPROVEMENTS | 45 | 66 | 0 | 66 | 66 | | | | | | |
| 4164 | GRAPEVINE | GRAPEVINE | BS 114L (NORTHWEST HIGHWAY) | SH 114 | SH 26 | CORRIDOR IMPROVEMENTS (SEE 2726) | 62 | 4913 | 1318 | 3595 | | | | | 3595 | | |
| 4164 | GRAPEVINE | GRAPEVINE | BS 114L (NORTHWEST HIGHWAY) | SH 114 | SH 26 | CORRIDOR IMPROVEMENTS (SEE 2726) | 62 | 4913 | 1318 | 3595 | | | | | 3595 | | |
| 4232 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | @ MUSTANG DR | | SIGNAL IMPROVEMENTS | 62 | 86 | 6 | 80 | | | 80 | | | | |
| 4232 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | @ MUSTANG DR | | SIGNAL IMPROVEMENTS | 62 | 98 | 6 | 93 | 93 | | | | | | |
| 4233 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | @ HALL-JOHNSON RD | | SIGNAL IMPROVEMENTS | 62 | 90 | 5 | 85 | | | 85 | | | | |
| 4233 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | @ HALL-JOHNSON RD | | SIGNAL IMPROVEMENTS | 53 | 110 | 5 | 105 | 105 | | | | | | |
| 4234 | TXDOT-FT WORTH | GRAPEVINE | BS114L | @ DALLAS RD | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | 47 | | | | |
| 4234 | TXDOT-FT WORTH | GRAPEVINE | BS114L | @ DALLAS RD | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | 47 | | | | | | |
| 4273 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | @ BETHEL RD | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | 47 | | | | |
| 4273 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | @ BETHEL RD | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | | | | | 47 |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## WESTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4332 | GRAPEVINE | GRAPEVINE | NORTHWEST HWY HIKE & BIKE TRAIL | | | BIKEWAY | 55 | 125 | 25 | 100 | | | | | 100 | | |
| 4332 | GRAPEVINE | GRAPEVINE | NORTHWEST HWY HIKE & BIKE TRAIL | | | BIKEWAY | 58 | 158 | 32 | 126 | | | | | 126 | | |
| 4267 | TXDOT-FT WORTH | HALTOM CITY | IH 820 | @ US 377 | | SIGNAL IMPROVEMENTS | 60 | 85 | 9 | 76 | | | 76 | | | | |
| 4267 | TXDOT-FT WORTH | HALTOM CITY | IH 820 | @ US 377 | | SIGNAL IMPROVEMENTS | 60 | 124 | 9 | 115 | 115 | | | | | | |
| 1653 | HURST | HURST | VARIOUS LOCATIONS | ON HARWOOD DR | | SIGNAL IMPROVEMENTS (4) (TXDOT COMBINED | 85 | 44 | 10 | 34 | | 4 | 30 | | | | |
| 1653 | HURST | HURST | VARIOUS LOCATIONS | ON HARWOOD DR | | SIGNAL IMPROVEMENTS (4) (TXDOT COMBINED | 85 | 44 | 10 | 34 | 4 | | | 30 | | | |
| 1654 | HURST | HURST | VARIOUS LOCATIONS | ON BEDFORD-EULESS RD | | SIGNAL IMPROVEMENTS (5) (TXDOT COMBINED | 85 | 55 | 15 | 40 | | 5 | 35 | | | | |
| 1654 | HURST | HURST | VARIOUS LOCATIONS | ON BEDFORD-EULESS RD | | SIGNAL IMPROVEMENTS (5) (TXDOT COMBINED | 85 | 55 | 15 | 40 | 5 | | | 35 | | | |
| 1655 | HURST | HURST | AIRPORT FRWY | @ PRECINCT LINE RD | | SURVEILLANCE (TXDOT COMBINED W/1664) | 69 | 16 | 4 | 12 | | 12 | | | | | |
| 1655 | HURST | HURST | AIRPORT FRWY | @ PRECINCT LINE RD | | SURVEILLANCE (TXDOT COMBINED W/1664) | 69 | 16 | 4 | 12 | | | | 12 | | | |
| 1656 | TXDOT/HURST | HURST | FM 3029 (PRECINCT LINE RD) | @ CANNON | | SIGNAL IMPROVEMENTS | 75 | 51 | 13 | 38 | 38 | | | | | | |
| 1656 | TXDOT/HURST | HURST | FM 3029 (PRECINCT LINE RD) | @ CANNON | | SIGNAL IMPROVEMENTS | 75 | 51 | 13 | 38 | 38 | | | | | | |
| 1657 | HURST | HURST | LONG BOONE RD | @ HURSTVIEW DR | | SIGNAL IMPROVEMENTS | 42 | 47 | 10 | 37 | | 5 | 32 | | | | |
| 1657 | HURST | HURST | LONG BOONE RD | @ HURSTVIEW DR | | SIGNAL IMPROVEMENTS | 42 | 47 | 10 | 37 | | | | 37 | | | |
| 1659 | HURST | HURST | PRECINCT LINE RD | @ PIPELINE RD | | INTERSECTION IMPROVEMENTS (TXDOT COMBI | 65 | 60 | 12 | 48 | | 5 | 43 | | | | |
| 1659 | HURST | HURST | PRECINCT LINE RD | @ PIPELINE RD | | INTERSECTION IMPROVEMENTS (TXDOT COMBI | 65 | 60 | 12 | 48 | | | | 48 | | | |
| 1660 | HURST | HURST | PRECINCT LINE RD | @ BEDFORD RD | | INTERSECTION IMPROVEMENTS (TXDOT COMBI | 65 | 60 | 12 | 48 | | 4 | 44 | | | | |
| 1660 | HURST | HURST | PRECINCT LINE RD | @ BEDFORD RD | | INTERSECTION IMPROVEMENTS (TXDOT COMBI | 65 | 60 | 12 | 48 | | | | 48 | | | |
| 1662 | HURST | HURST | MELBOURNE RD | @ PIPELINE RD | | INTERSECTION IMPROVEMENTS (SEE 4314) | 75 | 28 | 6 | 22 | | 6 | 16 | | | | |
| 1662 | HURST | HURST | MELBOURNE RD | @ PIPELINE RD | | INTERSECTION IMPROVEMENTS (COMB W/4314 | 75 | 6 | 6 | 0 | | | | | 0 | | |
| 1664 | HURST | HURST | AIRPORT FRWY | @ BEDFORD-EULESS RD | | SURVEILLANCE (TXDOT COMBINED W/1655) | 69 | 16 | 4 | 12 | | 12 | | | | | |
| 1664 | HURST | HURST | AIRPORT FRWY | @ BEDFORD-EULESS RD | | SURVEILLANCE (TXDOT COMBINED W/1655) | 69 | 16 | 4 | 12 | | | | 12 | | | |
| 1665 | HURST | HURST | PRECINCT LINE RD | @ REDBUD | | SIGNAL IMPROVEMENTS | 75 | 45 | 10 | 35 | | 5 | | 30 | | | |
| 1665 | HURST | HURST | PRECINCT LINE RD | @ REDBUD | | SIGNAL IMPROVEMENTS | 75 | 45 | 10 | 35 | | | | 5 | | | 30 |
| 1667 | TXDOT/HURST | HURST | SH 10 (HURST BLVD) | @ PRECINCT LINE RD | | INTERSECTION IMPROVEMENTS | 59 | 426 | 0 | 426 | 26 | | | 400 | | | |
| 1667 | TXDOT/HURST | HURST | SH 10 (HURST BLVD) | @ PRECINCT LINE RD | | INTERSECTION IMPROVEMENTS | 59 | 426 | 0 | 426 | | | | 426 | | | |
| 4313 | HURST | HURST | NORWOOD DR | @ SH 10 | | INTERSECTION IMPROVEMENTS | 75 | 290 | 134 | 157 | | | 157 | | | | |
| 4313 | HURST | HURST | NORWOOD DR | @ SH 10 | | INTERSECTION IMPROVEMENTS | 75 | 291 | 134 | 157 | | | | 157 | | | |
| 4314 | HURST | HURST | PIPELINE RD | @ MELBOURNE RD | | INTERSECTION IMPROVEMENTS (SEE 1662) | 75 | 240 | 110 | 130 | | | | | 130 | | |
| 4314 | HURST | HURST | PIPELINE RD | @ MELBOURNE RD | | INTERSECTION IMPROVEMENTS (COMB W/1662 | 75 | 262 | 110 | 152 | | | | 152 | | | |
| 4315 | HURST | HURST | PRECINCT LINE RD | @ THOUSAND OAKS DR | | SIGNAL IMPROVEMENTS | 80 | 5 | 2 | 3 | | | 3 | | | | |
| 4315 | HURST | HURST | PRECINCT LINE RD | @ THOUSAND OAKS DR | | SIGNAL IMPROVEMENTS (CONSTR W/STATE FU | 80 | 2 | 2 | 0 | | | 0 | | | | |
| 4316 | HURST | HURST | CAMPUS DR | @ THOUSAND OAKS DR | | SIGNAL IMPROVEMENTS | 53 | 45 | 21 | 24 | | | | | | | 24 |
| 4316 | HURST | HURST | CAMPUS DR | @ THOUSAND OAKS DR | | SIGNAL IMPROVEMENTS | 53 | 45 | 21 | 24 | | | | 5 | 19 | | |
| 4231 | TXDOT-FT WORTH | KELLER | US 377 | @ WALL-PRICE RD | | SIGNAL IMPROVEMENTS | 55 | 50 | 0 | 50 | | | 50 | | | | |
| 4231 | TXDOT-FT WORTH | KELLER | US 377 | @ WALL-PRICE RD | | SIGNAL IMPROVEMENTS (CONSTR W/STATE FU | 55 | 0 | 0 | 0 | | | 0 | | | | |
| 1782 | LAKE WORTH | LAKE WORTH | LAKE WORTH PARK & RIDE | | | PARK & RIDE (FTA) | 37 | 440 | 88 | 352 | 352 | | | | | | |
| 1782 | LAKE WORTH | LAKE WORTH | LAKE WORTH PARK & RIDE | | | PARK & RIDE (FTA) | 37 | 408 | 88 | 320 | 320 | | | | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## WESTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4171 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW BRIDGE | @ IH 820 | | GRADE SEPARATION | 62 | 2716 | 842 | 1874 | | | | | 1874 | | |
| 4171 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW BRIDGE | @ IH 820 | | GRADE SEPARATION | 62 | 2716 | 842 | 1874 | | | | | 1874 | | |
| 4172 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ GLENVIEW | | INTERSECTION IMPROVEMENTS | 70 | 500 | 250 | 250 | | | | | 250 | | |
| 4172 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ GLENVIEW | | INTERSECTION IMPROVEMENTS | 70 | 500 | 250 | 250 | | | | | 250 | | |
| 4173 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | KAREN DR | IH 820 | INTERSECTION IMPROVEMENTS | 65 | 537 | 269 | 269 | | | | | 269 | | |
| 4173 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | KAREN DR | IH 820 | INTERSECTION IMPROVEMENTS | 65 | 538 | 269 | 269 | | | | | 269 | | |
| 4174 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ LEWIS DR | | INTERSECTION IMPROVEMENTS | 60 | 556 | 172 | 384 | | | | | 384 | | |
| 4174 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ LEWIS DR | | INTERSECTION IMPROVEMENTS | 60 | 556 | 172 | 384 | | | | | | 384 | |
| 4175 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ IND PARK | | INTERSECTION IMPROVEMENTS | 60 | 477 | 148 | 329 | | | | | 329 | | |
| 4175 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ IND PARK | | INTERSECTION IMPROVEMENTS | 60 | 477 | 148 | 329 | | | | | | 329 | |
| 4176 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ STARDUST | | INTERSECTION IMPROVEMENTS | 60 | 750 | 233 | 518 | | | | | 518 | | |
| 4176 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ STARDUST | | INTERSECTION IMPROVEMENTS | 60 | 751 | 233 | 518 | | | | | | 518 | |
| 4177 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ WATAUGA RD | | INTERSECTION IMPROVEMENTS | 60 | 865 | 268 | 597 | | | | | 597 | | |
| 4177 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW | @ WATAUGA RD | | INTERSECTION IMPROVEMENTS | 60 | 865 | 268 | 597 | | | | | | 597 | |
| 4178 | N RICHLAND HILLS | N RICHLAND HILLS | ROUTE MAP & SIGNS | | | BIKEWAY | 43 | 125 | 26 | 99 | | | | | | | |
| 4178 | N RICHLAND HILLS | N RICHLAND HILLS | ROUTE MAP & SIGNS | | | BIKEWAY | 43 | 125 | 26 | 99 | | | 99 | | | | |
| 4179 | N RICHLAND HILLS | N RICHLAND HILLS | SOUTH ELECTRIC TRAIL | | | BIKEWAY | 63 | 750 | 158 | 593 | | | | 99 | | | |
| 4179 | N RICHLAND HILLS | N RICHLAND HILLS | SOUTH ELECTRIC TRAIL | | | BIKEWAY | 63 | 750 | 158 | 593 | | | | | 593 | | |
| 4180 | N RICHLAND HILLS | N RICHLAND HILLS | LITTLE BEAR CREEK TRAIL | | | BIKEWAY | 56 | 2400 | 504 | 1896 | | | | | 593 | | |
| 4180 | N RICHLAND HILLS | N RICHLAND HILLS | LITTLE BEAR CREEK TRAIL | | | BIKEWAY | 56 | 2400 | 504 | 1896 | | | | 1896 | | | |
| 4181 | N RICHLAND HILLS | N RICHLAND HILLS | COTTONBELT TRAIL | | | BIKEWAY | 63 | 1726 | 362 | 1363 | | | | 869 | 1027 | | |
| 4181 | N RICHLAND HILLS | N RICHLAND HILLS | COTTONBELT TRAIL | | | BIKEWAY | 63 | 1726 | 362 | 1363 | | | | | | | 1363 |
| 4226 | TXDOT-FT WORTH | N RICHLAND HILLS | FM 1938 | @ WATAUGA RD | | SIGNAL IMPROVEMENTS | 55 | 50 | 0 | 50 | | | | | | 1363 | |
| 4226 | TXDOT-FT WORTH | N RICHLAND HILLS | FM 1938 | @ WATAUGA RD | | SIGNAL IMPROVEMENTS | 55 | 50 | 0 | 50 | 50 | | 50 | | | | |
| 4226 | TXDOT-FT WORTH | N RICHLAND HILLS | FM 3029 | @ THOUSAND OAKS | | SIGNAL IMPROVEMENTS | 60 | 3 | 0 | 3 | | | 3 | | | | |
| 4226 | TXDOT-FT WORTH | N RICHLAND HILLS | FM 3029 | @ THOUSAND OAKS | | SIGNAL IMPROVEMENTS (CONSTR W/STATE FU | 60 | 0 | 0 | 0 | | | 0 | | | | |
| 4230 | TXDOT-FT WORTH | N RICHLAND HILLS | FM 1938 | @ N TARRANT PKWY | | SIGNAL IMPROVEMENTS | 60 | 50 | 6 | 45 | | | 45 | | | | |
| 4230 | TXDOT-FT WORTH | N RICHLAND HILLS | FM 1938 | @ N TARRANT PKWY | | SIGNAL IMPROVEMENTS | 57 | 68 | 6 | 62 | | | | 62 | | | |
| 4270 | TXDOT-FT WORTH | N RICHLAND HILLS | SH 26 | @ STRUMMER DR | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | 47 | | | | |
| 4270 | TXDOT-FT WORTH | N RICHLAND HILLS | SH 26 | @ STRUMMER DR | | SIGNAL IMPROVEMENTS | 62 | 54 | 3 | 51 | | | | 51 | | | |
| 4271 | TXDOT-FT WORTH | N RICHLAND HILLS | SH 26 | @ EMERALD HILLS WAY | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | 47 | | | | |
| 4271 | TXDOT-FT WORTH | N RICHLAND HILLS | SH 26 | @ EMERALD HILLS WAY | | SIGNAL IMPROVEMENTS | 62 | 52 | 3 | 49 | | | | 49 | | | |
| 2118 | RICHLAND HILLS | RICHLAND HILLS | GLENVIEW DR | @ BOOTH-CALLOWAY | | INTERSECTION IMPROVEMENTS | 59 | 266 | 53 | 213 | | | | | | | |
| 2118 | RICHLAND HILLS | RICHLAND HILLS | GLENVIEW DR | @ BOOTH-CALLOWAY | | INTERSECTION IMPROVEMENTS | 59 | 266 | 53 | 213 | | 13 | 200 | | | | |
| 2120 | TXDOT-FT WORTH | RICHLAND HILLS | RUFE SNOW DR (SPUR 474) | @ SH 183 (BAKER BLVD) | | INTERSECTION IMPROVEMENTS | 43 | 280 | 0 | 280 | | | | 213 | | | |
| 2120 | TXDOT-FT WORTH | RICHLAND HILLS | RUFE SNOW DR (SPUR 474) | @ SH 183 (BAKER BLVD) | | INTERSECTION IMPROVEMENTS | 43 | 280 | 0 | 280 | | | 280 | | | | |
| | N TX CLEAN AIR C | VARIOUS | REGIONAL TDM PROGRAM/ | MARKETING PROGRAM | | TDM (FTA) | | 0 | 0 | 0 | | | | 280 | | | |
| | N TX CLEAN AIR C | VARIOUS | REGIONAL TDM PROGRAM/ | MARKETING PROGRAM | | TDM (FTA) | | 0 | 0 | 0 | | | 0 | 0 | | | |
| | | | | | | | | | | | | | 0 | 0 | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)
## WESTERN SUBREGION

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | REGIONAL | VARIOUS | INSPECTION SITE & | SUBSIDIZED VANPOOL | | TDM (FTA) | | 125 | 25 | 100 | 100 | | | | | | |
| | REGIONAL | VARIOUS | INSPECTION SITE & | SUBSIDIZED VANPOOL | | TDM (FTA) | | 125 | 25 | 100 | 100 | | | | | | |
| 2659 | FWTA | VARIOUS | EXPAND BUSES | | | TRANSIT (FTA) | 79 | 1500 | 500 | 1000 | 1000 | | | | | | |
| 2659 | FWTA | VARIOUS | EXPAND BUSES | | | TRANSIT (FTA) | 79 | 1500 | 500 | 1000 | 1000 | | | | | | |
| 2674A | FWTA | VARIOUS | TRANSIT FLEET | | | ALTERNATIVE FUELS (FTA) | 90 | 22363 | 4473 | 17890 | 3080 | | | | 6560 | | 8250 |
| 2674A | FWTA | VARIOUS | TRANSIT FLEET | | | ALTERNATIVE FUELS (FTA) | 90 | 22363 | 4473 | 17890 | 3080 | | | | 3945 | 2615 | 8250 |
| 2674B | VARIOUS | VARIOUS | PUBLIC FLEET | | | ALTERNATIVE FUELS | 90 | 2756 | 556 | 2200 | | 371 | 1033 | 796 | | | |
| 2674B | VARIOUS | VARIOUS | PUBLIC FLEET | | | ALTERNATIVE FUELS | 90 | 2605 | 556 | 2049 | 2049 | | | | | | |
| 2686 | FWTA | VARIOUS | RAILTRAN COMMUTER RAIL | | | RAIL | 57 | 10000 | 0 | 10000 | | 10000 | | | | | |
| 2686 | FWTA | VARIOUS | RAILTRAN COMMUTER RAIL | | | RAIL | 57 | 10000 | 0 | 10000 | 10000 | | | | | | |
| 2694 | FWTA | VARIOUS | RIDESHARE PROGRAM | | | TDM (FTA) | 60 | 312 | 156 | 156 | 156 | | | | | | |
| 2694 | FWTA | VARIOUS | RIDESHARE PROGRAM | | | TDM (FTA) | 60 | 312 | 156 | 156 | 156 | | | | | | |
| 2772 | TXDOT-FT WORTH | VARIOUS | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (3) | 65 | 249 | 0 | 249 | 74 | | 90 | | 85 | | |
| 2772 | TXDOT-FT WORTH | VARIOUS | VARIOUS LOCATIONS | | | SIGNAL IMPROVEMENTS (3) | 65 | 261 | 0 | 261 | 74 | | | 102 | 85 | | |
| 4052 | CLEAR TEXAS AIR | VARIOUS | BICYCLE PARKING | FOR WESTERN SUBREGION | | BIKEWAY | 55 | 217 | 43 | 174 | | | 174 | | | | |
| 4052 | CLEAR TEXAS AIR | VARIOUS | BICYCLE PARKING | FOR WESTERN SUBREGION | | BIKEWAY | 55 | 217 | 43 | 174 | | | | 174 | | | |
| 4144 | FWTA | VARIOUS | FWTA TRANSIT FARE PROGRAM | | | OZONE ALERT (FTA) | 70 | 456 | 141 | 315 | 105 | | 105 | 105 | | | |
| 4144 | FWTA | VARIOUS | FWTA TRANSIT FARE PROGRAM | | | OZONE ALERT (FTA) | 70 | 456 | 141 | 315 | 210 | | | 105 | | | |
| 4145 | FWTA | VARIOUS | SUBSIDIZED VANPOOL PROGRAM | | | TDM (FTA) | 65 | 1130 | 428 | 702 | | | 451 | 251 | | | |
| 4145 | FWTA | VARIOUS | SUBSIDIZED VANPOOL PROGRAM | | | TDM (FTA) | 63 | 1730 | 427 | 1303 | 451 | | | 852 | | | |
| 4146 | FWTA | VARIOUS | COMMUTE ALLOWANCE PROGRAM | | | TDM (FTA) | 78 | 90 | 41 | 49 | | | 49 | | | | |
| 4146 | FWTA | VARIOUS | COMMUTE ALLOWANCE PROGRAM | | | TDM (FTA) | 78 | 90 | 41 | 49 | 49 | | | | | | |
| 4147 | FWTA | VARIOUS | E FORT WORTH PARK & RIDE | | | PARK & RIDE (FTA) | 95 | 200 | 92 | 108 | | | 108 | | | | |
| 4147 | FWTA | VARIOUS | E FORT WORTH PARK & RIDE | | | PARK & RIDE (FTA) | 95 | 200 | 92 | 108 | 108 | | | | | | |
| 4148 | FWTA | VARIOUS | RAILTRAN PROJECT | | | RAIL (FTA) | 70 | 14495 | 4495 | 10000 | | | 10000 | | | | |
| 4148 | FWTA | VARIOUS | RAILTRAN PROJECT | | | RAIL (FTA) | 70 | 14495 | 4495 | 10000 | 10000 | | | | | | |
| 4149 | FWTA | VARIOUS | EDUCATION PROGRAM AT INSPECTION SITES | | | TDM (FTA) | 65 | 69 | 21 | 48 | | | 24 | 24 | | | |
| 4149 | FWTA | VARIOUS | EDUCATION PROGRAM AT INSPECTION SITES | | | TDM (FTA) | 65 | 45 | 21 | 24 | 24 | | | 0 | | | |
| 4200 | TARRANT COUNTY | VARIOUS | TARRANT COUNTY | MOTORIST ASSISTANCE PROGRAM | | MOBILITY ASSISTANCE (SEE 4337) | 60 | 0 | 0 | 0 | | | 0 | | | | |
| 4200 | TARRANT COUNTY | VARIOUS | TARRANT COUNTY | MOTORIST ASSISTANCE PROGRAM | | MOBILITY ASSISTANCE (SEE 4337) | 60 | 0 | 0 | 0 | | | 0 | | | | |
| 4211 | TXDOT-FT WORTH | VARIOUS | SH 360 | SH 183 | IH 20 | SURVEILLANCE | 50 | 1900 | 0 | 1900 | | | 1900 | | | | |
| 4211 | TXDOT-FT WORTH | VARIOUS | SH 360 | SH 183 | IH 20 | SURVEILLANCE | 50 | 1900 | 0 | 1900 | | | | 1900 | | | |
| 4212 | TXDOT-FT WORTH | VARIOUS | IH 20 | IH 820 | SH 360 | SURVEILLANCE | 55 | 700 | 0 | 700 | | | 700 | | | | |
| 4212 | TXDOT-FT WORTH | VARIOUS | IH 20 | IH 820 | SH 360 | SURVEILLANCE | 50 | 1232 | 0 | 1232 | | | | 1232 | | | |
| 4213 | TXDOT-FT WORTH | VARIOUS | IH 35W | IH 30 | IH 20 | SURVEILLANCE | 60 | 100 | 0 | 100 | | | | 100 | | | |
| 4213 | TXDOT-FT WORTH | VARIOUS | IH 35W | IH 30 | IH 20 | SURVEILLANCE | 60 | 100 | 0 | 100 | | | | 100 | | | |
| 4336 | FWTA | VARIOUS | REGIONAL TDM PROGRAM/ | TECHNICAL RESPONSE | TO MOBILITY INITIATIVES | TDM (FTA) | | 1118 | 0 | 1118 | | | 559 | 559 | | | |
| 4336 | FWTA | VARIOUS | REGIONAL TDM PROGRAM/ | TECHNICAL RESPONSE | TO MOBILITY INITIATIVES | TDM (FTA) | | 1118 | 0 | 1118 | 559 | | | 250 | 159 | | 150 |

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## WESTERN SUBREGION

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4337 | NCTCOG | VARIOUS | REGIONAL CORRIDOR MANAGEMENT PROGRAM | | | IDRS | | 3110 | 0 | 3110 | | | | 3110 | | | |
| 4337 | NCTCOG | VARIOUS | REGIONAL CORRIDOR MANAGEMENT PROGRAM | | | IDRS | | 3110 | 0 | 3110 | | | | 3110 | | | |
| 4272 | TXDOT-FT WORTH | WATAUGA | US 377 | @ BUCKNER BLVD | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | 47 | | | | |
| 4272 | TXDOT-FT WORTH | WATAUGA | US 377 | @ BUCKNER BLVD | | SIGNAL IMPROVEMENTS (CANCELLED) | 62 | 3 | 3 | 0 | | | 0 | | | | |
| 4303 | TXDOT-FT WORTH | WATAUGA | US 377 | @ CHAPMAN RD | | SIGNAL IMPROVEMENTS | 62 | 50 | 3 | 47 | | | 47 | | | | |
| 4303 | TXDOT-FT WORTH | WATAUGA | US 377 | @ CHAPMAN RD | | SIGNAL IMPROVEMENTS | X | 56 | 3 | 53 | 53 | | | | | | |
| | | | | | | 1995 TIP SUBTOTALS | | 122,676 | 25,857 | 96,721 | 7,282 | 12,281 | 26,972 | 13,748 | 25,893 | 0 | 10,545 |
| | | | | | | 1996 TIP SUBTOTALS | | 123,566 | 25,728 | 97,857 | 37,645 | 0 | 0 | 19,436 | 19,947 | 11,620 | 9,209 |

NOTES: First row of each project denotes programming in 1995 TIP; second row is 1996 TIP proposal

For those categories with "(FTA)" noted in the Project Description column, money noted in the "CONSTR" column indicates that the funds have been transferred to FTA, not necessarily that the project is under contract.

10/3/95

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## SURFACE TRANSPORTATION PROGRAM – METROPOLITAN MOBILITY (STP-MM)
## WESTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100 | ARLINGTON | ARLINGTON | ABRAM ST | PLAZA WEST | NORWOOD | 0 TO 4 LANES | 55 | 675 | 135 | 540 | | | | | 540 | | |
| 100 | ARLINGTON | ARLINGTON | ABRAM ST | PLAZA WEST | NORWOOD | 0 TO 4 LANES | 55 | 675 | 135 | 540 | | | | | 540 | | |
| 142 | ARLINGTON | ARLINGTON | COLLINS ST | ABRAM ST | PARK ROW | 4 TO 6 LANES | 75 | 3441 | 688 | 2753 | 2753 | | | | | | |
| 142 | ARLINGTON | ARLINGTON | COLLINS ST | ABRAM ST | PARK ROW | 4 TO 6 LANES | 75 | 3441 | 688 | 2753 | 2753 | | | | | | |
| 145 | ARLINGTON | ARLINGTON | COLLINS ST | SE GREEN OAKS BLVD | HARWOOD RD | 2 TO 4 LANES | 70 | 1145 | 229 | 916 | 916 | | | | | | |
| 145 | ARLINGTON | ARLINGTON | COLLINS ST | SE GREEN OAKS BLVD | HARWOOD RD | 2 TO 4 LANES | 70 | 1145 | 229 | 916 | 916 | | | | | | |
| 147 | ARLINGTON | ARLINGTON | COLLINS ST | SPUR 303 | MAYFIELD RD | 4 TO 6 LANES | 60 | 2140 | 428 | 1712 | | | | 1712 | | | |
| 147 | ARLINGTON | ARLINGTON | COLLINS ST | SPUR 303 | MAYFIELD RD | 4 TO 6 LANES | 60 | 2140 | 428 | 1712 | | | | | | 1712 | |
| 157 | ARLINGTON | ARLINGTON | DAVIS DR | LAMAR BLVD | IH 30 | 2 TO 4 LANES | 65 | 1680 | 336 | 1344 | 1344 | | | | | | |
| 157 | ARLINGTON | ARLINGTON | DAVIS DR | LAMAR BLVD | IH 30 | 2 TO 4 LANES | 65 | 1680 | 336 | 1344 | 1344 | | | | | | |
| 182 | ARLINGTON | ARLINGTON | SW GREEN OAKS BLVD | SPUR 303 | IH 20 | 4 TO 6 LANES | 53 | 1900 | 380 | 1520 | | | | 1520 | | | |
| 182 | ARLINGTON | ARLINGTON | SW GREEN OAKS BLVD | SPUR 303 | IH 20 | 4 TO 6 LANES | 53 | 1900 | 380 | 1520 | | | | 1520 | | | |
| 198 | ARLINGTON | ARLINGTON | LAMAR BLVD | BALLPARK WAY | SH 360 | 4 TO 6 LANES | 49 | 1900 | 380 | 1520 | | | | | 1520 | | |
| 198 | ARLINGTON | ARLINGTON | LAMAR BLVD | BALLPARK WAY | SH 360 | 4 TO 6 LANES | 49 | 1900 | 380 | 1520 | | | | | | 1520 | |
| 249 | ARLINGTON | ARLINGTON | POLY WEBB RD | PLEASANT RIDGE RD | LITTLE RD | 2 TO 4 LANES | 50 | 925 | 185 | 740 | | | | 740 | | | |
| 249 | ARLINGTON | ARLINGTON | POLY WEBB RD | PLEASANT RIDGE RD | LITTLE RD | 2 TO 4 LANES | 50 | 1480 | 740 | 740 | | | | 740 | | | |
| 263 | TXDOT-FT WORTH | ARLINGTON | SH 360 | RANDOL MILL | DIVISION ST | ADD SB LANE | 59 | 441 | 0 | 441 | 441 | | | | | | |
| 263 | TXDOT-FT WORTH | ARLINGTON | SH 360 | RANDOL MILL | DIVISION ST | ADD SB LANE | 59 | 441 | 0 | 441 | 441 | | | | | | |
| 271 | TXDOT/ARLINGTO | ARLINGTON/FT WT | SPUR 303 | 2.6 MI E OF IH 820 | FIELDER RD | 4 TO 6 LANES (TXDOT SPLIT IN TIP) | 47 | 14294 | 600 | 13694 | | | 1700 | | | | 11994 |
| 271 | TXDOT/ARLINGTO | ARLINGTON/FT WT | SPUR 303 | 2.6 MI E OF IH 820 | FIELDER RD | 4 TO 6 LANES (TXDOT SPLIT IN TIP) | 47 | 14294 | 600 | 13694 | | | | 1700 | | | 11994 |
| 348 | TXDOT/AZLE | AZLE | FM 730 | SH 199 | FM 1642 | 2 TO 4 LANES (TXDOT SPLIT IN TIP) | 64 | 8500 | 0 | 8500 | | | 3738 | | | | 4764 |
| 349 | TXDOT/AZLE | AZLE | FM 730 | SH 199 | FM 1642 | 2 TO 4 LANES (TXDOT SPLIT IN TIP) | 64 | 8500 | 0 | 8500 | 3738 | | | | | 4764 | |
| 1641 | TXDOT-FT WORTH | CLYVLE/HURST/N | FM 3029 (PRECINCT LINE) | SH 26 | FM 1938 | 2 TO 7 LANES (TXDOT SPLIT IN TIP) | 47 | 10626 | 660 | 9966 | | | 9966 | | | | |
| 1641 | TXDOT-FT WORTH | CLYVLE/HURST/N | FM 3029 (PRECINCT LINE) | SH 26 | FM 1938 | 2 TO 7 LANES (TXDOT SPLIT IN TIP) | 47 | 10626 | 660 | 9966 | 9966 | | | | | | |
| 1227 | EULESS | EULESS | WESTPARK WAY | SH 183 | SH 10 | 2 TO 4 LANES | 65 | 2221 | 444 | 1777 | | 162 | | | 1615 | | |
| 1227 | EULESS | EULESS | WESTPARK WAY | SH 183 | SH 10 | 2 TO 4 LANES | 65 | 2221 | 444 | 1777 | 162 | | | | | 1615 | |
| 2736 | TXDOT-FT WORTH | EULESS | FM 157 | SH 121 | SH 183 | 2 TO 4 LANES | 59 | 6833 | 1566 | 5267 | | | 5267 | | | | |
| 2736 | TXDOT-FT WORTH | EULESS | FM 157 | SH 121 | SH 183 | 2 TO 4 LANES | 59 | 8027 | 2042 | 5985 | | | | | 5985 | | |
| 1232 | EULESS | EULESS | N MAIN ST | SH 10 | HARWOOD | CORRIDOR IMPROVEMENTS | 49 | 1125 | 225 | 900 | | 82 | 818 | | | | |
| 1232 | EULESS | EULESS | N MAIN ST | SH 10 | HARWOOD | CORRIDOR IMPROVEMENTS | 49 | 1125 | 225 | 900 | 82 | | | 818 | | | |
| 1245 | EVERMAN | EVERMAN | FOREST HILL DR | SHELBY RD | LON STEVENSON RD | 2 TO 4 LANES | 53 | 483 | 97 | 386 | | | | | 386 | | |
| 1245 | EVERMAN | EVERMAN | FOREST HILL DR | SHELBY RD | LON STEVENSON RD | 2 TO 4 LANES | 53 | 483 | 97 | 386 | | | | | | | 386 |
| 1348 | FORT WORTH | FORT WORTH | NE TARRANT COUNTY PKWY | IH 35W | US 377 | 0 TO 2 LANES | 55 | 3266 | 653 | 2613 | | 238 | | 2375 | | | |
| 1348 | FORT WORTH | FORT WORTH | NE TARRANT COUNTY PKWY | IH 35W | US 377 | 0 TO 2 LANES | 55 | 3266 | 653 | 2613 | | | | 238 | 1375 | 1000 | |
| 2749 | TXDOT-FT WORTH | FORT WORTH | CAMPUS DR | IH 20 | ALTA MESA | 0 TO 6 LANES (PASS) | 65 | 2124 | 0 | 2124 | | 2124 | | | | | |
| 2749 | TXDOT-FT WORTH | FORT WORTH | CAMPUS DR | IH 20 | ALTA MESA | 0 TO 6 LANES (PASS) | 65 | 2124 | 0 | 2124 | 2124 | | | | | | |
| 2754 | TXDOT-FT WORTH | FW/EDGECLIFF VIL | HEMPHILL ST | IH 20 | ALTA MESA BLVD | 0 TO 6 LANES (PASS) | 59 | 3438 | 500 | 2938 | | 2938 | | | | | |
| 2754 | TXDOT-FT WORTH | FW/EDGECLIFF VIL | HEMPHILL ST | IH 20 | ALTA MESA BLVD | 0 TO 6 LANES (PASS) | 59 | 3438 | 500 | 2938 | 2938 | | | | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## SURFACE TRANSPORTATION PROGRAM - METROPOLITAN MOBILITY (STP-MM)
## WESTERN SUBREGION

| PROJECT | | | | | | PROJECT | | PROJECT COST (dollars in thousands) | | | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | DESCRIPTION | SCORE | TOTAL | LOCAL | FEDERAL & STATE | CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
| 2723 | TXDOT-WORTH | GRAPEVINE | SS-114L (NW HWY) | SH 114 | SH 26 (E INT) | 2 TO 6 LANES (SEE 4164) | 47 | 3392 | 74 | 3318 | | | | 3318 | | | |
| 2723 | TXDOT-WORTH | GRAPEVINE | SS-114L (NW HWY) | SH 114 | SH 26 (E INT) | 2 TO 6 LANES (SEE 4164) | 47 | 3392 | 74 | 3318 | | | | | 3318 | | |
| 2781 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | SH 114 | 0.3 MI S OF IH 635 | 4 TO 6 LANES | 56 | 237 | 0 | 237 | 237 | | | | | | |
| 2781 | TXDOT-FT WORTH | GRAPEVINE | SH 121 | SH 114 | 0.3 MI S OF IH 635 | 4 TO 6 LANES | 55 | 237 | 0 | 237 | 237 | | | | | | |
| 1616 | TXDOT/GRAPEVIN | GRAPEVINE/COLL | SH 26 | SH 114 | HALL-JOHNSON | 4 TO 6 LANES | 53 | 820 | 0 | 820 | | | | 820 | | | |
| 1616 | TXDOT/GRAPEVIN | GRAPEVINE/COLL | SH 26 | SH 114 | HALL-JOHNSON | 4 TO 6 LANES, INTERSECTION IMPROVEMENTS | 50 | 820 | 0 | 820 | | | | 820 | | | |
| 1626 | HALTOM CITY | HALTOM CITY | BROADWAY AVE | BEACH ST | US 377 | 2 TO 4 LANES | 65 | 3160 | 630 | 2520 | | 229 | | | 2291 | | |
| 1626 | HALTOM CITY | HALTOM CITY | BROADWAY AVE | BEACH ST | US 377 | 2 TO 4 LANES | 65 | 3150 | 630 | 2520 | | | | 229 | | 2291 | |
| 1628 | TXDOT-FT WORTH | HALTOM CITY/FT | BEACH ST | BROADWAY AVE/LONG AVE | LOOP 820 | 2 TO 6 LANES (PASS) | 50 | 4038 | 510 | 3528 | | 3528 | | | | | |
| 1628 | TXDOT-FT WORTH | HALTOM CITY/FT | BEACH ST | BROADWAY AVE/LONG AVE | LOOP 820 | 2 TO 6 LANES (PASS) | 50 | 4038 | 510 | 3528 | 3528 | | | | | | |
| 1646 | HURST | HURST | PIPELINE RD | PRECINCT LINE RD | PIPELINE CT | 4 TO 6 LANES | 49 | 558 | 112 | 446 | | 41 | | | 405 | | |
| 1646 | HURST | HURST | PIPELINE RD | PRECINCT LINE RD | PIPELINE CT | 4 TO 6 LANES | 49 | 558 | 112 | 446 | 41 | | | | | 405 | |
| 1648 | TXDOT/HURST | HURST | FM 3029 (PRECINCT LINE RD) | THOUSAND OAKS DR | SH 26 | 5 TO 7 LANES | 49 | 1760 | 352 | 1408 | | | | | 1408 | | |
| 1648 | TXDOT/HURST | HURST | FM 3029 (PRECINCT LINE RD) | THOUSAND OAKS DR | SH 26 | 5 TO 7 LANES | 49 | 1760 | 352 | 1408 | | | | | 1408 | | |
| 2762 | TXDOT-FT WORTH | HURST/FORT WOR | SH 10 | IH 820 | BELL SPUR | 4 TO 6 LANES | 50 | 7090 | 0 | 7090 | | | 7090 | | | | |
| 2762 | TXDOT-FT WORTH | HURST/FORT WOR | SH 10 | IH 820 | BELL SPUR | 4 TO 6 LANES | 50 | 7090 | 0 | 7090 | | | | 7090 | | | |
| 1758 | KELLER/TARRANT | KELLER | WILSON LN | WHITLEY RD | RUFE SNOW DR | 0 TO 2 LANES | 55 | 808 | 162 | 646 | | 82 | | 564 | | | |
| 1758 | KELLER/TARRANT | KELLER | WILSON LN | WHITLEY RD | RUFE SNOW DR | 0 TO 2 LANES | 55 | 808 | 162 | 646 | | | | 82 | | 564 | |
| 1759 | KELLER/TARRANT | KELLER | WILSON LN | US 377 | WHITLEY | 0 TO 2 LANES | 56 | 348 | 70 | 278 | | 18 | | 260 | | | |
| 1759 | KELLER/TARRANT | KELLER | WILSON LN | US 377 | WHITLEY | 0 TO 2 LANES | 56 | 348 | 70 | 278 | | | | 18 | | 260 | |
| 2743 | TXDOT-FT WORTH | KELLER | FM 1709 | US 377 | KELLER C/L | 2 TO 4 LANES (BOUNDARY) | 65 | 5890 | 839 | 5051 | 5051 | | | | | | |
| 2743 | TXDOT-FT WORTH | KELLER | FM 1709 | US 377 | KELLER C/L | 2 TO 4 LANES (BOUNDARY) | 65 | 5890 | 839 | 5051 | 5051 | | | | | | |
| 1755 | TXDOT-FT WORTH | KELLER/NRH | FM 1938 | 1.2 MI S OF FM 1709 | RUMFIELD RD | 2 TO 4 LANES (TXDOT SPLIT IN TIP) (BOUNDARY | 47 | 6446 | 0 | 6446 | 2986 | | 3460 | | | | |
| 1755 | TXDOT-FT WORTH | KELLER/NRH | FM 1938 | 1.2 MI S OF FM 1709 | RUMFIELD RD | 2 TO 4 LANES (TXDOT SPLIT IN TIP) (BOUNDARY | 47 | 6446 | 0 | 6446 | 6446 | | | | | | |
| 1762 | TXDOT-FT WORTH | KENNEDALE | BUS 287 | IH 20 | VILLAGE CREEK | 2 TO 4 LANES | 54 | 1316 | 0 | 1316 | | | 1316 | | | | |
| 1762 | TXDOT-FT WORTH | KENNEDALE | BUS 287 | IH 20 | VILLAGE CREEK | 2 TO 4 LANES | 54 | 1316 | 0 | 1316 | 1316 | | | | | | |
| 1763 | TXDOT-FT WORTH | KENNEDALE | BUS 287P | DICK PRICE RD | EDEN RD | 2 TO 4 LANES | 49 | 7096 | 0 | 7096 | | | | | | | 7096 |
| 1763 | TXDOT-FT WORTH | KENNEDALE | BUS 287P | DICK PRICE RD | EDEN RD | 2 TO 4 LANES | 49 | 7098 | 0 | 7098 | | | | | | | 7098 |
| 1954 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW DR | IH 820 | WATAUGA RD | 4 TO 6 LANES | 70 | 5226 | 1045 | 4181 | | 380 | | | 3801 | | |
| 1954 | N RICHLAND HILLS | N RICHLAND HILLS | RUFE SNOW DR | IH 820 | WATAUGA RD | 4 TO 6 LANES | 70 | 5226 | 1045 | 4181 | | | | | | 4181 | |
| 1265 | PANTEGO | PANTEGO | ARKANSAS LN | E PANTEGO C/L | W DALWORTHINGTON GARD | 2 TO 5 LANES | 56 | 4730 | 2566 | 2164 | | 83 | 2081 | | | | |
| 1265 | PANTEGO | PANTEGO | ARKANSAS LN | E PANTEGO C/L | W DALWORTHINGTON GARD | 2 TO 5 LANES | 55 | 4730 | 2566 | 2164 | | | | 2164 | | | |
| 2116 | RICHLAND HILLS | RICHLAND HILLS | HANDLEY-EDERVILLE RD | SH 121 | SH 183 | 2 TO 4 LANES | 65 | 1699 | 340 | 1359 | | 124 | 1235 | | | | |
| 2116 | RICHLAND HILLS | RICHLAND HILLS | HANDLEY-EDERVILLE RD | SH 121 | SH 183 | 2 TO 4 LANES | 65 | 1699 | 340 | 1359 | | | | | | | 1359 |
| | VARIOUS | VARIOUS | STP-MM ENGINEERING | | | ENGINEERING ONLY | | 250 | 50 | 200 | | | 200 | | | | |
| | VARIOUS | VARIOUS | STP-MM ENGINEERING | | | ENGINEERING ONLY | | 250 | 50 | 200 | 200 | | | | | | |
| 410 | TXDOT/FORT WOR | VARIOUS | SH 121 EXT | FORT WORTH CBD | CLEBURNE | FEASIBILITY | 59 | 50 | 0 | 50 | | | 50 | | | | |
| 410 | TXDOT/FORT WOR | VARIOUS | SH 121 EXT | FORT WORTH CBD | CLEBURNE | FEASIBILITY | 59 | 50 | 0 | 50 | | | | 50 | | | |

## DRAFT 1996 TRANSPORTATION IMPROVEMENT PROGRAM
## SURFACE TRANSPORTATION PROGRAM – METROPOLITAN MOBILITY (STP-MM)
## WESTERN SUBREGION

| PROJECT CODE | AGENCY | CITY | PROJECT NAME | FROM | TO | PROJECT DESCRIPTION | SCORE | PROJECT COST (dollars in thousands) TOTAL | LOCAL | FEDERAL & STATE | FEDERAL AND STATE FUNDING BY FISCAL YEAR (dollars in thousands) CONSTR | 1994 C/O | 1995 | 1996 | 1997 | 1998 | 99/01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2154 | WHITE SETTLEME | WHITE SETTLEME | CHERRY LN | IH 30 | CLIFFORD ST | 4 TO 6 LANES | 54 | 4680 | 936 | 3744 | | | | | 3744 | | |
| 2154 | WHITE SETTLEME | WHITE SETTLEME | CHERRY LN | IH 30 | CLIFFORD ST | 4 TO 6 LANES | 54 | 0 | 0 | 0 | | | | | 0 | | |
| 9997 | NCTCOG | VARIOUS | TRAVEL SURVEY | | | | | 0 | 0 | 0 | | | | 0 | | | |
| 9997 | NCTCOG | VARIOUS | TRAVEL SURVEY | | | | | 100 | 0 | 100 | | | | 100 | | | |
| | | | | | | 1995 TIP SUBTOTALS | | 126742 | 15192 | 111,550 | 13,737 | 10,029 | 36,909 | 11,309 | 15,710 | 0 | 23,856 |
| | | | | | | 1996 TIP SUBTOTALS | | 123911 | 15267 | 108,624 | 41,280 | 0 | 0 | 15,569 | 12,626 | 18,312 | 20,837 |

NOTES: First row of each project denotes programming in 1995 TIP; second row is 1996 TIP proposal

For those categories with "(FTA)" noted in the Project Description column, money noted in the "CONSTR" column indicates that the funds have been transferred to FTA, not necessarily that the project is under contract.

10/3/95

# TRANSPORTATION C ROL MEASURES
# FOR THE
# REASONABLE FURTHER PROGRESS
# STATE IMPLEMENTATION PLAN
# FOR THE
# DALLAS-FORT WORTH NONATTAINMENT AREA

| | PROJECT CATEGORY | IMPLEMENTED 11/15/90 to 9/30/93 | FUNDED 10/1/93 to 12/31/96 | COMMENTS | PROPOSED COMMITMENTS TO THE STATE IMPLEMENTATION PLAN |
|---|---|---|---|---|---|
| 1 | Intersection Improvements | 63 locations<br>327 lbs/weekday | 289 locations<br>1502 lbs/weekday | | 95% credit, 334 locations,<br>1740 lbs/weekday |
| 2 | Signal Timing/Progression | 261 locations<br>1195 lbs/weekday | 1000 locations<br>4580 lbs/weekday | | 95% credit, 1197 locations,<br>5480 lbs/weekday |
| 3 | Grade Separations | | 3 locations<br>24 lbs/weekday | | 67% credit, 2 locations,<br>16 lbs/weekday |
| 4 | High Occupancy Vehicle Lanes | 1 facility, 5.2 lane miles<br>69 lbs/weekday | 7 facilities, 41.6 lane miles<br>1266 lbs/weekday | | 70% credit, 33 lane miles,<br>935 lbs/weekday |
| 5 | Transit Alternative Fuel Vehicles | 4 vehicles<br>1 lb/weekday | 311 vehicles<br>112 lbs/weekday | Emission reductions may change based on Alternative Fuels Study results. | 95% credit, 300 vehicles,<br>107 lbs/weekday |
| 6 | Nontransit Alternative Fuel Vehicles | 1000 vehicles<br>258 lbs/weekday | 3790 vehicles<br>978 lbs/weekday | Implemented vehicles are estimates of privately owned and funded conversions. Emission reductions may change based on Alternative Fuels Study results. | 80% credit for funded vehicles only,<br>3032 vehicles, 780 lbs/weekday<br><br>Privately converted vehicles may be used as a contingency measure. |
| 7 | Motorist Assistance/Incident Detection and Response/Freeway Surveillance | | 2 corridors<br>261 lbs/weekday | Projects must have operating funds in 1996 to be credited toward emission reduction targets. Two projects are currently funded in 1996. Two additional corridors will be pursued. | 4 freeway corridors, 394 lbs/weekday |
| 8 | Park-and-Ride Lots | 1 location<br>13 lbs/weekday | 1 location<br>17 lbs/weekday | Other park-and-ride lots constructed between 1990 and 1996 should be identified and credited. | 2 locations, 30 lbs/weekday |
| 9 | Travel Demand Management Program: Phase I | | 7 projects<br>272 lbs/weekday | Projects must have operating funds in 1996 to be credited toward emission reduction targets. None of these projects have funding in 1996. | No credit requested |
| 10 | Travel Demand Management Program: Phase II | | | Develop an incentive program for voluntary participation. | No credit requested |

# TRANSPORTATION CONTROL MEASURES
# FOR THE
# REASONABLE FURTHER PROGRESS
# STATE IMPLEMENTATION PLAN
# FOR THE
# DALLAS-FORT WORTH NONATTAINMENT AREA

| | PROJECT CATEGORY | IMPLEMENTED 11/16/90 to 9/30/93 | FUNDED 10/1/93 to 12/31/96 | COMMENTS | PROPOSED COMMITMENTS TO THE STATE IMPLEMENTATION PLAN |
|---|---|---|---|---|---|
| 11 | Pedestrian/Bicycle Facilities | | 3 facilities (20.8 miles)<br>10 lbs/weekday | Other facilities from the Enhancement Program may be eligible for credit but have not been identified at this time. | 80% credit, 16 miles,<br>8 lbs/weekday |
| 12 | Commuter Rail | | 9.6 miles<br>9 lbs/weekday | Includes RAILTRAN Phase I from Dallas CBD to South Irving. | 100% credit, 9.6 miles,<br>9 lbs/weekday |
| 13 | Light Rail | | 10.3 miles, 240 lbs/weekday<br><br>10.1 miles | 10.3 miles [West and South (to Illinois) Oak Cliff lines] scheduled to open in June 1996. 10.1 miles [North Central and South Oak Cliff (to Ledbetter) lines] scheduled to open in Dec 1996. | 10.3 miles<br>240 lbs/weekday<br>10.1 miles may be used as contingency |
| 14 | Arterial Street Roadway Widenings | 894 lane miles<br>4326 lbs/weekday | 196 lane miles<br>1584 lbs/weekday | Implemented projects includes federal projects between 1990 and 1993 and local and State projects between 1990 and 1996. Funded projects includes federal projects between 1994 and 1996. | 70% credit, 763 lane miles,<br>4137 lbs/weekday |
| 15 | Discount Transit Fare | | | FWTA and DART programs | |
| 16 | Accelerated Retirement of Older Vehicles | | | Developing program and identifying sponsors | |
| 17 | Vehicle Impoundment Air Quality Program | | | Developing program and identifying sponsors | |
| 18 | Tune-up and Repair of High Emitting Vehicles/ Smog Check | | | Developing program and identifying sponsors | |
| 19 | Pass on Left Legislation/Enforcement | | | Researching state provisions | |
| 20 | Reduce Empty Truck Backhauls | | | Reviewing recent legislation | |
| | TOTAL | 6189 lbs/weekday =<br>3.1 tons/weekday | 10855 lbs/weekday =<br>5.4 tons/weekday | | 13876 lbs/weekday = 6.9 tons/weekday |

## TEXAS DEPARTMENT OF TRANSPORTATION
## REGIONAL PLANNING OFFICE STAFF

**Arnold Breeden**
Senior Transportation Engineer

**Ronald Gardiner**
Administrative Technician

**Glenn Moore, Jr.**
Engineer Technician

**Francisco Partida**
Engineer Technician

**Brenda Stefka**
Administrative Technician

**Mark Stelmas**
Engineer Technician

**Mark Young**
Regional Planning Engineer

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## NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
## TRANSPORTATION DEPARTMENT STAFF

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Administrative Coordinator

**Pat Allen**
Administrative Secretary I

**Terry Antle**
Programmer Analyst

**Everett Bacon**
Principal Transportation Planner

**Gustavo Baez**
Transportation Planner I

**Wes Beckham**
Senior Transportation Engineer

**Bob Best**
Senior Computer Systems Analyst

**Ruth Boward**
Technical Analyst III

**Diane Brostuen**
Administrative Secretary I

**Michael Burbank**
Transportation Planner II

**Paul Cauduro**
Senior Transportation Planner

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Principal Transportation Engineer

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Senior Transportation Planner

**Shirley Henry**
Grants Coordinator

**Delores Hernandez**
Administrative Secretary I

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Assistant Director

**Ken Kirkpatrick**
Transportation Planner II

**Christopher Klaus**
Transportation Planner I

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Transportation Planner II

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Principal Transportation Engineer

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Director

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Technical Analyst I

**Dan Rocha**
Senior Transportation Planner

**Stephanie Roth**
Transportation Planner I

**Greg Royster**
Transportation Planner I

**Randy Skinner**
Technical Analyst III

**Johnnie Smith**
Technical Analyst III

**LaDonna Smith**
Transportation Coordinator

**Susan Smith**
Computer Operator

**Gary Steinle**
Technical Analyst I

**Mark Stephens**
Technical Analyst II

**Bharath Vellanki**
Transportation Planner I

**Mitzi Ward**
Transportation Planner I

**Elizabeth Zecckine**
Administrative Secretary I

Judy Ramsey

# EL PASO
# METROPOLITAN PLANNING ORGANIZATION

Transportation Advisory Board

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*Mayor, City of El Paso*

Rogelio Sanchez, V. Chrmn.
*County Commissioner*

Irene Aguirre
*Mayor, City of Sunland Pk. New Mexico*

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Rogelio Loya
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ck Mattox
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*County of El Paso*

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*City Representative*

Joseph C. Pickett
*State Representative*

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*State Representative*

Raymond Telles
*City Representative*

do Dominguez
*Transportation Planning Coordinator*

September 25, 1995

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TxDOT - EL PASO

Ms. Mary M. May, P.E.
District Engineer, El Paso District
Texas Department of Transportation
P.O. Box 10278
El Paso, Texas 79994-0278

Dear Ms. May:

The Transportation Advisory Board (TAB) for the El Paso Urban Transportation Study (EPUTS) met on September 8, 1995. The following is a list of agenda items that were discussed and approved and endorsed by the TAB:

1. The TAB for the EPUTS approved the new MPO Bylaws.

2. The TAB for the EPUTS approved that the MPO withdraw the Streetcar Project as a Transportation Control Measure (TCM), drop it from the TIP and that the Project Selection Committee (PSC) recommend adoption of the City's plan, as presented, (see attachment) to include the purchase of the New Rubber Tire Trolleys as a replacement TCM for the Streetcar.

3. The TAB for the EPUTS approved to put the International Commercial Vehicular Study in Fabens, Texas in abeyance.

4. The TAB for the EPUTS approved the amendment of the 1995 Transportation Improvement Program (TIP) to include the following:

   a. Reconstruction of the Vinton Bridge (FY 1996)
   b. Section 18 Funds for the County Transit Program (FY 1996)
   c. Traffic Signals on Frontage Roads of US 54 (FY 1996)
   d. Reallocating Section 16 Funds from the Providence Memorial Hospital Foundation Project FTA 95-42A (FY 1995) to LULAC Project Amistad.

5. The TAB for the EPUTS approved the reaffirmation of the TIP FY 1995-1999 and the Air Quality Conformity for the 2015 Metropolitan Transportation Plan (MTP) and the 1995-1999 TIP.

The revisions did not require review by the Steering or Project Selection Committees because they are exempt/minor changes, and in the case of the Vinton Road Bridge, the project was considered a "public safety need". Thus, the MPO was able to waive the public involvement requirement entirely, as per Section III, Paragraph 4 of our Public Involvement Program.

Attached are the items that were approved. Please forward these TAB approved items to the appropriate state and federal agencies.

Very Truly Yours,

Steve Coleman for RD

Ricardo Dominguez
Transportation Planning Coordinator

lg

Enclosures

SUPERSEDES previous "Resolutions" page dated September 12, 1995

# RESOLUTIONS

## TRANSPORTATION ADVISORY BOARD FOR THE EL PASO URBAN TRANSPORTATION STUDY

## MEETING - SEPTEMBER 8, 1995

1. The Transportation Advisory Board (TAB) for the El Paso Urban Transportation Study (EPUTS) approved the minutes for the July 20, 1995 meeting.

2. The TAB for the EPUTS approved the new MPO Bylaws.

3. The TAB for the EPUTS approved that the MPO withdraw the Streetcar Project as a Transportation Control Measure (TCM), drop it from the TIP and that the Project Selection Committee recommend adoption of the City's plan, as presented, (see attachment) to include the purchase of the New Rubber Tire Trolleys as a replacement TCM for the Streetcar.

4. The TAB for the EPUTS approved to put the International Commercial Vehicular Study in Fabens, Texas in abeyance.

5. The TAB for the EPUTS approved the amendment of the 1995 Transportation Improvement Program (TIP) to include the following:

   a. Reconstruction of the Vinton Bridge (FY 1996)
   b. Section 18 Funds for the County Transit Program (FY 1996)
   c. Traffic Signals on Frontage Roads of US 54 (FY 1996)
   d. Reallocating Section 16 Funds from the Providence Memorial Hospital Foundation Project FTA 95-42A (FY 1995) to LULAC Project Amistad.

6. The TAB for the EPUTS approved the reaffirmation of the TIP FY 1995-1999 and the Air Quality Conformity for the 2015 Metropolitan Transportation Plan (MTP) and 1995-1999 TIP.

September 18, 1995
Date

Mayor Larry Francis
Chairman, Transportation
Advisory Board

# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM




FY 1995-1997

# El Paso Transportation Improvement Program

TEXAS TRANSPORTATION COMMISSION

VARIOUS County **MINUTE ORDER** 

District VARIOUS

WHEREAS, Title 23 United States Code, Sections 134 and 135, as amended by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, requires each designated Metropolitan Planning Organization (MPO) and the State, respectively, to develop a Transportation Improvement Program (TIP) as a condition to securing federal funds for transportation projects under either Title 23 or 49 of the United States Code; and

WHEREAS, Section 134(h) requires an MPO to develop its TIP in cooperation with the state and affected transit operators; to provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation and other interested parties with a reasonable opportunity to comment on the proposed TIP; and further requires the TIP to be updated at least once every two years and to be approved by the MPO and the Governor; and

WHEREAS, Section 135(f) requires the State to develop a Statewide Transportation Improvement Program (STIP) for all areas of the State in cooperation with those designated MPOs; and further requires the Governor to provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation and other interested parties with a reasonable opportunity to comment on the proposed TIP; and

WHEREAS, Sections 134(h) and 135(f) specify the respective requirements and eligibility criteria for projects to be included in the respective TIPs; and

WHEREAS, by letter dated September 9, 1992, addressed to federal transportation officials, the Honorable Ann W. Richards, Governor of Texas, has delegated to the Texas Transportation Commission (the commission) those powers and responsibilities granted to her by the ISTEA, save and except the Recreational Trails Program; and

WHEREAS, the FY 1995-1997 STIP, which was approved by commission Minute Order 104371, on September 29, 1994, included the FY 1994-1996 TIP for the El Paso MPO; and

WHEREAS, the MPO in the non-attainment area of El Paso desires to replace their FY 1994-1996 TIP in the FY 1995-1997 STIP with a new FY 1995-1997 TIP as shown in Exhibit "A"; and

WHEREAS, the MPO has presented this new TIP for public comments; and

WHEREAS, the final rule on transportation conformity requires the TIP in a non-attainment area to show a reduction in the Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx); and

WHEREAS, the El Paso conformity analysis met the VOC test and not the NOx test; and

WHEREAS, the El Paso MPO has adopted its FY 1995-1997 TIP subject to receiving a NOx waiver from the federal Environmental Protection Agency (EPA); and

WHEREAS, various districts and various MPOs have indicated that the proposed changes to the FY 1995-1997 STIP, as shown in Exhibit "A," are needed for an orderly continuation of the various projects, and

WHEREAS, it is the desire of the commission to facilitate the expeditious development of these projects by correcting the STIP by including said project revisions; and

WHEREAS, the commission at its meeting of October 27, 1994 by commission Minute Order 104501 delegated to the Executive Director the authority to conduct or have conducted any necessary public hearings required on revisions to the FY 1995-97 STIP and to report public comments together with the department's recommendations or responses for final action by the commission at the earliest date consistent with applicable policies and procedures; and

WHEREAS, widespread notice was made available for review and comment at each of the department's twenty-five (25) district offices, and at the department's headquarters in Austin, to provide citizens, affected public agencies, representatives of transportation agencies employees, other affected employee representatives, private providers of transportation and other interested parties in accordance with Sections 134 and 135 of the United States Code; and

WHEREAS, a public hearing on the STIP revisions was held at the department's offices at 200 East Riverside Drive in Austin, Texas, on December 19, 1994; and

WHEREAS, oral and written comments received due to this hearing process were analyzed and the department's responses and recommendations were submitted to the commission for consideration as reflected in Exhibit "B"; and

WHEREAS, the commission finds that the requisites of Section 134 have been satisfied as they pertain to the El Paso TIP and other various MPOs subject to receiving a NOx waiver from the EPA in the El Paso area; and that the proposed revisions to the previously approved STIP satisfies the requisites of Section 135 as they pertain to said actions;

NOW, THEREFORE, PURSUANT TO THE AUTHORITY DELEGATED TO THIS COMMISSION BY THE GOVERNOR OF TEXAS, IT IS ORDERED that the El Paso FY 1995-1997 TIP is hereby approved; and

IT IS FURTHER ORDERED that the various MPO revisions are hereby approved; and

IT IS FURTHER ORDERED that the FY 1995-1997 STIP is hereby amended by taking appropriate actions on projects shown in Exhibit "A."

Submitted by:

Director, Transportation Planning and Programming Division

Reviewed by:

Deputy Executive Director for Transportation Planning and Development

Recommended by:

Executive Director

Minute Number 104798

Date Passed DEC 21 94

# 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM

## EL PASO METROPOLITAN PLANNING ORGANIZATION

**Public Meeting Date:** September 26, 1994

**Approved by Policy Committee:** October 13, 1994

# EL PASO URBAN TRANSPORTATION IMPROVEMENT PROGRAM

## 1995-1997

PARTICIPATING AGENCIES:

City of El Paso, TX
County of El Paso, TX
Town of Anthony, TX
Village of Vinton, TX
Town of Clint, TX
Town of Horizon City, TX
City of Socorro, TX
City of Sunland Park, NM
Texas Department of Transportation, El Paso District
Rio Grande Council of Governments

Prepared By:

Metropolitan Planning Organization Office

Approved By:

Transportation Advisory Board

October 13, 1994

Submitted to:

FHWA and FTA

Preparation of this report was made possible by the U. S. Department of Transportation and Federal Highway Administration funds, provided under Section 112 of the Federal-Aid Highway Act of 1962 as amended, and Section 8 and 9 of the Federal Transit Act amended as of December 1991.

# TRANSPORTATION IMPROVEMENT PROGRAM
# 1995-1997

## I. INTRODUCTION: METROPOLITAN PLANNING ORGANIZATION

The designation of a Metropolitan Planning Organization (MPO) is required by federal regulations to carry out the transportation planning process for urbanized areas with a population of more than 50,000. The MPO coordinates urban area-wide, multimodal transportation plans. Transportation planning involves the study of present transportation patterns in relation to existing and projected urban development. The MPO is responsible for preparation of the Unified Work Program (UWP), The Transportation Improvement Program (TIP) and the El Paso Metropolitan Transportation Plan (EPMTP) and other documents as required by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The EPMTP must provide for future traffic by improving transportation facilities, expanding transit services and planning new highways and arterials that complement the state-wide multimodal transportation plan, while meeting the goals established by the Clean Air Act Amendments of 1990. Additionally, the MPO provides for the programming of funds in accordance with provisions of the MPO/Texas Department of Transportation (TxDOT) contract and federal regulations.

The City of El Paso, in 1988, was permanently designated by the Governor of Texas to be the MPO for the El Paso urban area. This function is carried out by the MPO staff in the City of El Paso Department of Planning, Research and Development. The area under intensive study is El Paso County. The City of Sunland Park, New Mexico should be included in the El Paso MPO by the end of fiscal year 1994.

### Role of the Transportation Advisory Board

The Transportation Advisory Board (TAB) was established in compliance with the federal mandate that requires all urbanized areas with a population greater than 50,000 to have a transportation planning committee to ensure that all urban transportation studies are performed in accordance with local governments' desires and in conformance with federal and state laws, rules and regulations. The committee is composed of elected public officials from the local governments that have authority for project implementation together with the state acting through the Texas Department of Transportation. Membership in the TAB also includes state senators and represen-tatives, as well as the Director of the Mass Transit Department.

The TAB is responsible for giving the Metropolitan Planning Organization overall transportation policy guidance in the transportation planning process. It ensures proper coordination of transportation modes; cooperatively establishes transportation needs; and proposes projects from all transportation modes for recommendation to those governmental units responsible for program development and project implementation.

Role of the Steering Committee

The Steering Committee (SC) provides technical guidance for the Transportation Advisory Board (TAB). Representatives of this committee are elected officials or their designated representatives, technical personnel from State, County and City governmental agencies and regional representatives, transportation providers in the region, private sector representatives, and interested citizens. The Steering Committee members provide information about the concerns and priorities of the individual local governmental entities they represent. They also provide specialized technical expertise and serve as a medium of communication and coordination between the regional planning process and individual local agencies.

## A. PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM:

The Transportation Improvement Program (TIP) is a multiyear program of capital improvements for highways and transit in the El Paso urbanized area. The TIP is prepared by the Cities of El Paso and Socorro, Texas; Sunland Park, New Mexico; the Texas Department of Transportation; and El Paso County according to regulations issued by the United States Department of Transportation. The TIP is developed by the Project Selection Committee, a subcommittee of the Steering Committee. The TIP is then reviewed by the Steering Committee which recommends the TIP be presented at a public meeting. The TAB adopts the TIP after completion of the Project Selection Process. The TIP is used as a local guide in budgeting funds and programming construction and transit improvements by local officials, the Texas Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

The inclusion of a project in the TIP reflects a consensus of priority needs among locally-elected officials, local transportation agency representatives, and representatives of the Texas Department of Transportation. The TIP is in effect a listing of needs, estimated costs, and recommended implementation dates. The TIP may be amended as transportation needs change and as funding levels change.

## B. DEFINITION OF AREA:

The City of El Paso is a Transportation Management Area (TMA), an urbanized area with a population of over 200,000, officially designated by the administrators of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The TMA designation applies to the metropolitan planning area. The primary participants in the TMA's planning process are: The City of El Paso, El Paso County, Town of Anthony, Village of Vinton, Town of Clint, City of Socorro, Town of Horizon City, Texas Department of Transportation-El Paso District, the Rio Grande Council of Governments, and the City of Sunland Park, New Mexico.

C. PUBLIC INVOLVEMENT PROCESS:

The Public Involvement Program (PIP) for the El Paso Metropolitan Planning Organization is intended to include all El Paso Urban Transportation Study (EPUTS) area citizens, groups, agencies, and transportation providers in a transportation effort that is proactive and provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing transportation plans and Transportation Improvement Programs. The PIP will integrate the concerns of a wide variety of involved parties and encourage and provide for the greatest level of education of transportation issues. The program will provide opportunities for citizens to contribute ideas and voice opinions early and often, both during and after preparation of draft plans and programs. Every effort will be made to accommodate traditionally underserved audiences including low income and minority households and persons with disabilities. A concerted effort will be made to hold all public meetings, public hearings, and open houses at accessible locations that comply with Americans with Disabilities Act (ADA) requirements, as well as locations in the vicinity of scheduled bus routes. The PIP will apply to the El Paso Metropolitan Transportation Plan and the Transportation Improvement Program. The Public Involvement Program measures are described in a document containing three sections:

I. The El Paso Metropolitan Transportation Plan
II. The Transportation Improvement Program
III. Amendments to Adopted Documents

D. PROJECT SELECTION PROCESS:

The Project Selection Process is utilized by the Project Selection Committee (PSC) to select TIP projects. The PSC, a subcommittee of the Steering Committee, is composed of both Transportation Advisory Board and Steering Committee members. The following positions comprise the current PSC voting membership:

Manny Aguilera, TxDOT
Nat Campos, Department of Planning
Archie Clouse, TNRCC
Carlos Dominguez, TxDOT
Ricardo Dominguez, MPO, Executive Secretary (Non-voting)
Art Franco, Town of Anthony
Bob Geyer, Mass Transit Department, Vice-Chair
Gilbert Lujan, City of Socorro, Chair
Raul Munoz, City/County Health
Jerry Paz, City of Sunland Park
Robert Rivera, County of El Paso
Public Works Department

The Project Selection Process consists of five (5) major steps:

Step 1. Submission of Projects:

- All projects for consideration for inclusion in the TIP shall be submitted to the Metropolitan Planning Organization office for review by the date determined by the chair of the Steering Committee.

- All projects must be submitted on the proper project request form and must have a description of work, length in miles, construction cost estimates, and local and/or private sector funding participation sources.

Step 2. Selection Criteria:

Projects submitted will be evaluated for consistency with the following criteria:

- Appropriateness of the project and consistency with the study area long-range plans
- Availability of funding commitment; projects will be programmed within limits of the TIP
- Relationship to free trade or other pressing economic development factors
- Promotes Clean Air Act (CAA) objectives
- Promotes completion of National Highway System (NHS)
- Improves circulation at or adjacent to ports-of-entry
- Reduces traffic in high congestion corridors
- Promotes intermodal transportation
- Meets Transportation System Management (TSM) objectives
- Eliminates traffic safety hazards

Step 3. Steering Committee Review:

The Steering Committee reviews the TIP projects recommended by the Project Selection Committee and recommends approval for the Public Involvement Process. After completion of the Public Involvement Process, the Steering Committee then recommends approval of the projects, with any revisions, to the Transportation Advisory Board.

Step 4. Public Meeting:

The TIP is presented to the general public at a public meeting to allow public input into the TIP preparation process.

Step 5. Transportation Advisory Board:

The Transportation Advisory Board reviews and adopts the TIP for submission to the state and federal agencies.

All projects in the TIP are included in the Year 2015 El Paso Metropolitan Transportation Plan.

In developing recommendations for selecting TIP projects, the Project Selection Committee considers the use and flexibility of federal funds.

## E. PROGRESS FROM PREVIOUS YEAR:

Implementation of the majority of TIP projects is proceeding on schedule. The Texas Department of Transportation, the Mass Transit Department, and other MPO participating agencies carried over into fiscal year 1995 those projects which were not let in fiscal year 1994.

## F. AIR QUALITY ISSUES:

A conformity statement is currently being prepared for the TIP and should be ready by the end of October 1994. The roadway networks for 1993, 1996, and 1999 are currently being analyzed for conformity to VOC (volatile organic compounds), NOx (nitrogen oxide), and CO (carbon monoxide) emissions.

Preliminary runs of the MOBILE 5a air quality model indicate that El Paso does not meet federal standards for NOx. However, the model indicates that El Paso will fall within acceptable limits for ozone levels and will be in attainment by 1996. Because of these facts, the TNRCC submitted an application for a NOx waiver to the EPA on behalf of El Paso. The application is currently being reviewed by the EPA. This waiver would allow the TIP to proceed even if it is not found to be in conformity for NOx.

If the NOx waiver is not approved, only projects from a "backup TIP" may move forward. These include projects which are exempt from NOx conformity, projects which will have completed the NEPA process by November 24, 1994; and those projects which will be underway by the same date. These projects are identified in the TIP.

Substantial work has occurred over the past year on the freeway surveillance project, a transportation control measure (TCM) which is being implemented by TxDOT. Phase 1 of the IH-10 freeway surveillance project is 94 percent complete, and phase 1 of the US 54 project is 65 percent complete. TxDOT is beginning implementation of Phase 2. Several of the transit/mobility projects in the downtown area of El Paso are in the final stages of the NEPA process. The status of all TCMs will be listed in detail in the conformity statement.

G. AMERICANS WITH DISABILITIES ACT (ADA):

During the planning process, every effort is made to accommodate the traditionally underserved including low income and minority households and persons with disabilities. Concerted efforts are made to hold all public meetings, public hearings, and open houses at accessible locations that comply with Americans with Disabilities Act (ADA) requirements, as well as locations in the vicinity of scheduled bus routes.

Additionally, efforts are made for TIP projects to comply with ADA requirements whenever necessary.

## GLOSSARY

PROJECT LISTINGS

**CSJ** Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program(PDP).

**PROJ ID** Project Identification - Code assigned by the MPO for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.

**F.CLASS** Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are:

Interstate
Other Urban Freeways and Expressways
Other Principal Arterials
Minor Arterials
Urban Collectors and Rural Major Collectors
Rural Minor Collectors
Urban and Rural Local Streets and Roads

**FED PROG** Federal Funding Category - Major categories of Federal funding as established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Categories are:

| | |
|---|---|
| IC - | Interstate Construction |
| IM - | Interstate Maintenance |
| NHS - | National Highway System |
| STP - | Surface Transportation Program |
| CMAQ - | Congestion & Mitigation Air Quality Funds |
| Bridge - | On/Off System Bridge Rehabilitation |
| DSB - | Donor State Bonus Funds |
| MA - | Minimum Allication Funds |
| FLHP - | Federal Land Highway Program |
| FTA - | Federal Transit Administration Funding |

**PHASE** Project Phase for Federal Funding (E-Preliminary Engineering, R-Right of Way Acqusition, & C-Construction)

# FEDERALLY FUNDED

# HIGHWAY PROJECTS

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO<br><br> | BRIDGE OF THE AMERICAS/CORDOVA<br><br><br>RECONSTRUCT EXISTING BRIDGE | 95-39<br>PRIN ART<br>6/8 -<br>0.0 | IBWC<br><br>CONST<br>EL PASO | $ 8,000.0<br>$ 0.0<br>$ 0.0<br>$ 8,000.0 | <br><br>NEPA COMPLETE |
| EL PASO<br>EL PASO<br>EL PASO<br>2552-03-018 | JOE BATTLE BLVD (LOOP 375)<br>MONTANA AVENUE<br>IH-10<br>CONSTRUCT SECOND FRONTAGE ROAD | 95 CO 94-31<br>PRIN ART<br>2/4<br>7.3 | CSP<br>12<br>CONST<br>EL PASO | $ 0.0<br>$ 6,000.0<br>$ 0.0<br>$ 6,000.0 | <br><br><br>NEPA COMPLETE |
| EL PASO<br>EL PASO<br>EL PASO<br>2552-04-023 | LOOP 375<br>PADRES DRIVE INTERSECTION<br><br>CONSTRUCT INTERCHANGE | 95-35<br>FWY/EXP<br>4<br>0.8 | CSP<br>12<br>CONST<br>EL PASO | $ 0.0<br>$ 2,800.0<br>$ 0.0<br>$ 2,800.0 | <br><br><br>EXEMPT (CHAMIZAL AGREEMENT) |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-04-019 | LOOP 375 EXTENSION<br>SANTA FE STREET<br>PAISANO DRIVE<br>FEASIBILITY STUDY | 95 CO 94-34<br>FWY/EXP<br><br>0.0 | FEDDEM<br>15<br>STUDY<br>EL PASO | $ 580.0<br>$ 120.0<br>$ 0.0<br>$ 700.0 | <br><br>PROPOSED EXPRESSWAY<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-090 | BORDER HWY EXTENSION-LOOP 375<br>ZARAGOZA ROAD<br>FABENS PORT-OF-ENTRY<br>FEASIBILITY STUDY | 95 CO 94-33<br>PRIN ART<br><br>0.0 | FEDDEM<br>15<br>STUDY<br>EL PASO | $ 240.0<br>$ 60.0<br>$ 0.0<br>$ 300.0 | <br><br>EXEMPT<br> |
| EL PASO<br>EL PASO<br>EL PASO<br>2121-02-094 | IH-10<br>YANDELL BRIDGE<br>CAMPBELL STREET BRIDGE<br>BONDED CONCRETE OVERLAY | 95-1<br>INTERSTATE<br>6<br>1.2 | IM<br>2<br>CONST<br>EL PASO | $ 1,170.0<br>$ 130.0<br>$ 0.0<br>$ 1,300.0 | <br><br>EXEMPT<br> |
| EL PASO<br>EL PASO<br>EL PASO<br>2121-04-043 | IH-10<br>HORIZON BLVD. (FM 1281)<br>7.1 MILES EAST<br>REHABILITATION | 95-2<br>INTERSTATE<br>4<br>7.1 | IM<br>2<br>CONST<br>EL PASO | $ 4,293.0<br>$ 4,477.0<br>$ 0.0<br>$ 8,770.0 | <br><br>$4,000,000 CSP (12)<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>2121-02-090 | IH-10 AT COTTON STREET<br><br><br>CONNECTION TO IH-10 EASTBOUND | 95-3<br>INTERSTATE<br>10<br>0.9 | NHS<br>3E<br>CONST<br>EL PASO | $ 3,040.0<br>$ 760.0<br>$ 0.0<br>$ 3,800.0 | <br><br>CONSTRUCT CONNECTION TO IH-10<br>EASTBOUND MAIN LANES & ADJUST<br>OTHER EASTBOUND RAMPS |
| EL PASO<br>EL PASO<br>EL PASO<br> | US 62/180 (MONTANA AVENUE)<br>FM 659 (ZARAGOZA ROAD)<br>6.7 MILES EAST<br>SAFETY LIGHTING | 95-18<br>PRIN ART<br>2<br>6.7 | STP<br>4A<br>CONST<br>EL PASO | $ 336.3<br>$ 84.1<br>$ 0.0<br>$ 420.4 | <br><br>NEW PROJECT<br> |
| EL PASO<br>EL PASO<br>EL PASO<br> | SH 20 (DONIPHAN DRIVE)<br>TEXAS/NEW MEXICO STATE LINE<br>4.4 MILES SOUTH<br>SAFETY LIGHTING | 95-19<br>COLLECTOR<br>4<br>4.4 | STP<br>4A<br>CONST<br>EL PASO | $ 224.7<br>$ 56.2<br>$ 0.0<br>$ 280.9 | <br><br>NEW PROJECT<br><br>RURAL MAJOR COLLECTOR |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-072 | CEDAR ST/IVEY ST/BIRCH ST<br>COUNTY ROAD NORTHWEST OF CLINT<br><br>INSTALL RAILROAD SIGNALS | 95 CO 94-10<br>LOCAL<br><br>0.0 | STP<br>4A<br>CONST<br>EL PASO | $ 292.8<br>$ 0.0<br>$ 73.2<br>$ 366.0 | <br><br><br>EXEMPT |

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-921 | GLOBE MILL ENTRANCE<br><br><br>INSTALL RR CROSSING SIGNALS | 95 CO 94-11<br>LOCAL<br><br>0.0 | STP<br>4A<br>CONST<br>EL PASO | $ 82.4<br>$ 0.0<br>$ 20.6<br>$ 103.0 | <br><br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>1046-01-016 | ZARAGOZA ROAD (FM 659)<br>NORTH LOOP (FM 76)<br>JOE BATTLE BLVD (LOOP 375)<br>ROADWAY LIGHTING | 95 CO 94-8<br>PRIN ART<br><br>0.0 | STP<br>4A<br>CONST<br>EL PASO | $ 437.6<br>$ 109.4<br>$ 0.0<br>$ 547.0 | <br><br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-094 | MISSION TRAIL (SOCORRO ROAD)<br>YSLETA<br>SAN ELIZARIO<br>PRELIMINARY DESIGN/IMPROVEMENT | 95 CO 94-12<br>MINOR ART<br>2<br>0.0 | STP<br>4B<br>ENGR<br>EL PASO | $ 157.6<br>$ 0.0<br>$ 39.4<br>$ 197.0 | <br><br>COUNTY/EL PASO - $7,510<br>CITY/EL PASO - $30,093<br>CITY/SOCORRO - $1,810<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-094 | MISSION TRAIL (SOCORRO ROAD)<br>YSLETA<br>SAN ELIZARIO<br>IMPROVEMENTS | 95 CO 94-13<br>MINOR ART<br>2<br>7.0 | STP<br>4B<br>CONROW<br>EL PASO | $ 2,557.6<br>$ 0.0<br>$ 639.4<br>$ 3,197.0 | <br><br>COUNTY/EL PASO - $83,336<br>CITY/EL PASO - $531,866<br>CITY/SOCORRO - $24,192<br>ROW - $771.3 EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br> | OREGON STREET BRIDGE<br><br><br>FEASIBILITY & ADVANCED PLAN'G | 95-6<br>LOCAL<br><br>0.0 | STP<br>4C<br>STUDY<br>EL PASO | $ 240.0<br>$ 0.0<br>$ 60.0<br>$ 300.0 | <br><br>INTERNATIONAL TRANSIT/HOV<br>BRIDGE - MULTIMODAL FACILITY<br>REDUCED PROJECT $300,000<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br> | NORTH LOOP ROAD (FM 76) PH VI<br>ZARAGOZA ROAD<br>LEE TREVINO DRIVE<br>WIDEN W/EMERGENCY LANES | 95-4<br>PRIN ART<br>4<br>1.5 | STP<br>4C<br>CONST<br>EL PASO | $ 3,280.0<br>$ 820.0<br>$ 0.0<br>$ 4,100.0 | <br><br>WIDEN TO 4-LANE DIVIDED URBAN<br>ARTERIAL W/EMERGENCY LANES<br>ROW/CITY OF EL PASO-$3000<br>NEPA COMPLETE |
| EL PASO<br>EL PASO<br>EL PASO<br> | LEE TREVINO DRIVE<br>NORTH LOOP DRIVE (FM 76)<br>LOOP 375<br>PRELIMINARY DESIGN FOR ROADWAY | 95-5<br>PRIN ART<br>4/6<br>3.4 | STP<br>4C<br>PE<br>EL PASO | $ 480.0<br>$ 0.0<br>$ 120.0<br>$ 600.0 | <br><br><br> |
| EL PASO<br>EL PASO<br>EL PASO<br> | MEDIAN & ROW LANDSCAPING<br>YARBROUGH DRIVE/MONTANA TO<br>CAROLINA<br>TREE PLANT'G/IRRIGATION SYSTEM | 95-8<br>PRIN ART<br><br>0.0 | STP<br>4C<br>CONST<br>EL PASO | $ 640.0<br>$ 0.0<br>$ 160.0<br>$ 800.0 | <br><br>EXEMPT<br> |
| EL PASO<br>EL PASO<br>EL PASO<br> | PAVEMENT MANAGEMENT SYSTEM<br><br><br>ESTABLISH SYSTEM/EL PASO URBAN | 95-9<br>LOCAL<br><br>0.0 | STP<br>4C<br>PE<br>EL PASO | $ 140.0<br>$ 0.0<br>$ 35.0<br>$ 175.0 | <br><br>EXEMPT<br> |
| EL PASO<br>EL PASO<br>EL PASO<br>0674-01-053 | HORIZON BLVD. (FM 1281)<br>NORTH LOOP ROAD<br><br>REALIGN INTERSECTION | 95-10<br>PRIN ART<br>4<br>0.0 | STP<br>4C<br>CONST<br>EL PASO | $ 880.0<br>$ 220.0<br>$ 0.0<br>$ 1,100.0 | <br><br>CITY OF SOCORRO (ROW) $200,000<br>MOVED FROM 94-18<br>EXEMPT |
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EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-095 | RESLER/FRED WILSON/ALABAMA<br>REDD RD/US 54/FRED WILSON<br>EL CAJON/ALABAMA/HARRISON<br>MEDIAN & ROW LANDSCAPING | 95 CO 94-17<br>PRIN ART<br><br>0.0 | STP<br>4C<br>CONST<br>EL PASO | $ 560.0<br>$ 0.0<br>$ 140.0<br>$ 700.0 | TREE PLANT'G/IRRIGATION SYSTEM<br>HARD SURFACE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | STREETCAR REACTIVATION<br>OREGON STREET<br>PASO DEL NORTE PORT-OF-ENTRY<br>CONSTRUCT TRACKS, ELECTRIFICA. | 95-16<br>LOCAL<br><br>0.0 | STP<br>4C<br>CONST<br>EL PASO | $ 3,280.0<br>$ 0.0<br>$ 820.0<br>$ 4,100.0 | SUPPLEMENT CMAQ PROJECT 95-27<br><br>NEPA TO BE COMPLETE 11/24/94 |
| EL PASO<br>EL PASO<br>EL PASO | TRANSIT TERMINAL - EASTSIDE<br><br><br>CONSTRUCT TRANSIT TERMINAL | 95-7<br>LOCAL<br><br>0.0 | STP<br>4C<br>CONST<br>EL PASO | $ 492.3<br>$ 0.0<br>$ 123.0<br>$ 615.3 | <br><br>SUPPLEMENT CMAQ PROJECT 93-14<br>NEPA COMPLETE |
| EL PASO<br>EL PASO<br>EL PASO | INTERNAT'L MULTIMODAL FACILITY<br><br><br>FEASIBILITY & ADVANCED PLAN | 95-15<br>LOCAL<br><br>0.0 | STP<br>4C<br>STUDY<br>EL PASO | $ 640.0<br>$ 0.0<br>$ 160.0<br>$ 800.0 | <br><br>SUPPLEMENT CMAQ PROJECT 96-10<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | HORIZON BLVD. (FM 1281)<br>ASHFORD STREET<br>DARRINGTON ROAD<br>INCREASE WIDTH OF FM 1281 | 95-11<br>COLLECTOR<br>2/4<br>0.7 | STP UR<br>4D<br>CONST<br>EL PASO | $ 188.0<br>$ 47.0<br>$ 0.0<br>$ 235.0 | <br><br>WIDEN FROM 2 LANES TO 4 LANES<br>RURAL - MAJOR COLLECTOR |
| EL PASO<br>EL PASO<br>EL PASO | HORIZON BLVD.<br>DARRINGTON ROAD<br>ASCENSION STREET<br>RECONSTRUCT & DESIGNATE FM | 95-12<br>COLLECTOR<br>2/2<br>3.1 | STP<br>4D<br>CONST<br>EL PASO | $ 1,391.2<br>$ 347.8<br>$ 0.0<br>$ 1,739.0 | <br><br>ROW/TOWN OF HORIZON-$10,000<br>RECONSTRUCT 2-LANE ROAD &<br>DESIGNATE AS A FARM-TO-MARKET<br>RURAL MAJOR COLLECTOR EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>3572-01-001 | OAK STREET LOOP (FM 3500)<br>IN ANTHONY, TX FM 1905<br>IH-10<br>CONSTRUCT ARTERIAL LOOP/2 LANE | 95-13<br>COLLECTOR<br>2<br>2.1 | STP<br>4E<br>CONST<br>EL PASO | $ 1,520.0<br>$ 380.0<br>$ 0.0<br>$ 1,900.0 | <br><br>ROW/TOWN OF ANTHONY-$900,000<br>RURAL MAJOR COLLECTOR |
| EL PASO<br>EL PASO<br>EL PASO<br>0001-01-037 | DONIPHAN DRIVE (SH 20)<br>IN ANTHONY, TEXAS<br><br>STORM SEWER SYSTEM | 95-14<br>PRIN ART<br>4<br>0.5 | STP<br>4F<br>CONST<br>EL PASO | $ 560.0<br>$ 140.0<br>$ 0.0<br>$ 700.0 | <br><br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | ALTERNATIVE FUELS CONVERSIONS<br><br><br>MPO TO DESIGNATE FUNDS | 95-24<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>GRANTS<br>EL PASO | $ 400.0<br>$ 0.0<br>$ 100.0<br>$ 500.0 | <br><br>DESIGNATE FUNDS EACH YR FOR 3<br>YRS (FY 1995-97)<br>LOCAL = AREAWIDE |
| EL PASO<br>EL PASO<br>EL PASO | I/M PROGRAMS<br><br><br>INSPECTION & MAINTENANCE PROGR | 95-27<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>PROGRA<br>EL PASO | $ 72.0<br>$ 18.0<br>$ 0.0<br>$ 90.0 | <br><br>TNRCC FUNDING FOR STATE SHARE<br>LOCAL = AREAWIDE<br>EXEMPT |
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| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | PAVE UNPAVED STREETS & ROADS<br>WITHIN CITY/COUNTY OF EL PASO<br>CITY OF SOCORRO | 95-21<br>LOCAL | CMAQ<br>5<br>CONST | $ 2,400.0<br>$ 0.0<br>$ 600.0 | COUNTY & CITY OF EL PASO |
| | PAVE UNPAVED STREETS & ROADS | 30.0 | EL PASO | $ 3,000.0 | CITY OF SOCORRO<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | TEXAS PROJECT | 95-28<br>LOCAL | CMAQ<br>5<br>STUDY | $ 40.0<br>$ 0.0<br>$ 10.0 | CONTRAST ALTERNATIVE FUEL CON- |
| | EVALUATE ALT. FUEL CONV | 0.0 | EL PASO | $ 50.0 | VERSION TO GASOLINE CONTROL &<br>ORIGINAL DEDICATED VEHS/TNRCC<br>MTCH/LOCAL=AREAWIDE EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | INTERNAT'L BRIDGE TRAFFIC CNTR | 95-29<br>PRIN ART | CMAQ<br>5<br>CONST | $ 200.0<br>$ 0.0<br>$ 50.0 | SOUTHBOUND ON CORDOVA & |
| | INSTALL TRAFFIC COUNTERS | 0.0 | EL PASO | $ 250.0 | STANTON BRIDGES - NORTHBOUND<br>ON SANTA FE/CORDOVA/ZARAGOZA<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | TRANSPORTATION MGMT SYS/PHAS V | 95-23<br>LOCAL | CMAQ<br>5<br>CONST | $ 320.0<br>$ 0.0<br>$ 80.0 | SIGNALS ON VISCOUNT, MCRAE/ |
| | INTERCONNECT 22 SIGNALS | 0.0 | EL PASO | $ 400.0 | GILES/LOMALANDLEE TREVINO<br>TIE TO COMPUTER - CONTROLLED<br>SYSTEM/LOCAL = AREAWIDE |
| EL PASO<br>EL PASO<br>EL PASO | CBD SIGNALIZATION/PHASE II | 95-32<br>LOCAL | CMAQ<br>5<br>CONSTR | $ 1,231.8<br>$ 0.0<br>$ 307.9 | COMMUNICATION SYS FOR CBD TO |
| | CONSTRUCT CONTROLLER FOUNDATIN | 0.0 | EL PASO | $ 1,539.7 | INTERFACE W/TMC<br>LOCAL = AREAWIDE |
| EL PASO<br>EL PASO<br>EL PASO | VEHICLE REPAIR TECH TRAIN'G | 95-33<br>LOCAL | HMAQ<br>5<br>CONST | $ 80.0<br>$ 10.0<br>$ 10.0 | PROVID'G FINANCE ASSIST TO |
| | DESIGN & IMPLEMENT I/M CURRICU | 0.0 | EL PASO | $ 100.0 | EDUCA. INSTITUTIONS W/RESPECT<br>CURRICULA,TUITION,&INSTRUC/EQP<br>OFFSET/LOCAL=AREAWID/TNRCC MCH |
| EL PASO<br>EL PASO<br>EL PASO<br>0167-01-900 | US 54<br>BORDER HIGHWAY<br>LOOP 375<br>TRAFFIC SURVEILLANCE SYS DSGN | 95 CO 94-25<br>FWY/EXP<br><br>0.0 | CMAQ<br>5<br>ENGR<br>EL PASO | $ 80.0<br>$ 20.0<br>$ 0.0<br>$ 100.0 | EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>2121-01-903 | IH-10<br>MESA STREET<br>LOOP 375<br>TRAFFIC SURVEILLANCE SYS DSGN | 95 CO 94-24<br>INTERSTATE<br><br>0.0 | CMAQ<br>5<br>ENGR<br>EL PASO | $ 135.0<br>$ 15.0<br>$ 0.0<br>$ 150.0 | EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | CITY HALL TRANSIT PLAZA<br>CITY HALL COMPLEX | 95-25<br>LOCAL | CMAQ<br>5<br>CONST | $ 1,169.5<br>$ 0.0<br>$ 292.4 | TRANSFER $61,920 FROM 93-1 |
| | CONSTRUCTION OF TRANSIT PLAZA | 0.0 | EL PASO | $ 1,461.9 | TRANSFER $1,400,000 FROM 94-22<br>NEPA TO BE COMPLETED BY<br>11/24/94/SUN METRO |
| EL PASO<br>EL PASO<br>EL PASO | STREETCAR REACTIVATION<br>OREGON STREET<br>PASO DEL NORTE PORT-OF-ENTRY | 95-30<br>LOCAL | CMAQ<br>5<br>CONST | $ 4,963.2<br>$ 0.0<br>$ 1,240.8 | MAINTENANCE FACILITY & SPUR |
| | CONSTRUCT TRACTS, ELECTRIFICA. | 0.0 | EL PASO | $ 6,204.0 | TRACK - REHAB OR PURCHASE<br>STREETCARS/94-8A/94-2A/96-1A<br>NEPA TO BE COMPLETE 11/24/94 |

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|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | SAN ANTONIO AVE. TRANSIT PLAZA<br>BLOCK BOUNDED BY SAN ANTONIO<br>VIRGINIA/OVERLAND/OCHOA | 95-26<br>LOCAL | CMAQ<br>5<br>CONST | $ 1,440.0<br>$ 0.0<br>$ 360.0 | WILL FUNCTION AS A PEDESTRIAN |
| | CONSTRUCT LOADING FACILITIES | 0.0 | EL PASO | $ 1,800.0 | PLAZA/MOVE PROJECT FROM 93-3<br>NEPA TO BE COMPLETE 11/24/94 |
| EL PASO<br>EL PASO<br>EL PASO | TRANSIT TERMINAL- LOWER VALLEY | 95-22<br>LOCAL | CMAQ<br>5<br>CONST | $ 1,200.0<br>$ 0.0<br>$ 300.0 | |
| | 8-BUS TERMINAL | 0.0 | EL PASO | $ 1,500.0 | |
| EL PASO<br>EL PASO<br>EL PASO | REGIONAL COMMUTER VANPOOLING | 95-34<br>LOCAL | CMAQ<br>5<br>D&I | $ 240.0<br>$ 0.0<br>$ 60.0 | MOVED FROM 94-20 |
| 0924-06-951 | DEVELOP & IMPLEMENT PROGRAM | 0.0 | EL PASO | $ 300.0 | |
| EL PASO<br>EL PASO<br>EL PASO | OREGON STREET MALL<br>TWO BLOCKS OF OREGON STREET<br>ONE BLOCK OF TEXAS AVENUE | 95-20<br>LOCAL | CMAQ<br>5<br>CONST | $ 3,780.8<br>$ 0.0<br>$ 945.2 | |
| 0924-06-956 | MALL SERVING BUSES/ST.CARS/PED | 0.0 | EL PASO | $ 4,726.0 | TRANSFER $1,500,000 FROM 94-21<br>TRANSFER $226,000 FROM 93-2<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | UPGRADE CITY TRANSP. MGMT CTR | 95-31<br>LOCAL | CMAQ<br>5<br>CONST | $ 440.0<br>$ 0.0<br>$ 110.0 | COMMUNICATION SYS/169 SIGNALIZ |
| 0924-06-979 | CONSTRUCT CONTROLLER FOUNDATNS | 0.0 | EL PASO | $ 550.0 | INTERSECTIONS OUTSIDE CBD<br>CONNECT TO UPGRAD TMC<br>LOCAL = AREAWIDE |
| EL PASO<br>EL PASO<br>EL PASO | ANTONIO ST (FM 1905) BRIDGE | 95 CO 94-29<br>COLLECTOR<br>4 | ON-STA<br>6A<br>CONST | $ 468.0<br>$ 117.0<br>$ 0.0 | BRIDGE REPLACEMENT OVER IH-10 |
| 2121-01-045 | BRIDGE REPLACEMENT OVER IH-10 | 0.0 | EL PASO | $ 585.0 | RURAL MAJOR COLLECTOR<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | COTTON STREET<br>OVER SPRR YARDS | 95-37<br>PRIN ART<br>4 | BRRPLA<br>6B<br>CONST | $ 3,200.0<br>$ 0.0<br>$ 800.0 | |
| 8045-24-002 | REPLACE BRIDGE DECK & STRUCTUR | 0.0 | EL PASO | $ 4,000.0 | EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | SUNLAND PARK DRIVE EXTENSION<br>MCNUTT ROAD (NM 273)<br>NEW MEXICO/TEXAS STATE LINE | 95-17<br>PRIN ART | STP<br>O/U<br>PE | $ 748.0<br>$ 132.0<br>$ 0.0 | DONA ANA COUNTY, NEW MEXICO |
| | NEW DIVIDED PRIN ART W/BRIDGE | 0.0 | EL PASO | $ 880.0 | NEW 4-LANE DIVIDED PRIN ART<br>INCLUDING NEW BRIDGE<br>NEW MEXICO FUNDS TPO & TPU |
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|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO<br>2121-04-053 | IH-10 REHABILITATION<br>7.1 MILES EAST OF HORIZON BLVD<br>13.1 MILES EAST OF HORIZON BLV<br>REHABILITATION | 96-1<br>INTERSTATE<br>4<br>6.0 | IMAINT<br>2<br>CONST<br>EL PASO | $ 6,723.0<br>$ 747.0<br>$ 0.0<br>$ 7,470.0 | <br><br>INTERSTATE MAINTENANCE (2)<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>2552-01-025 | LOOP 375<br>DYER STREET<br>0.6 MILES EAST OF MCCOMBS ST.<br>CONSTRUCT INTERCHANGE | 96-2<br>FWY/EXP<br>6<br>1.1 | NHS<br>3A<br>CONST<br>EL PASO | $ 5,200.0<br>$ 1,300.0<br>$ 0.0<br>$ 6,500.0 | <br><br>ALSO 2552-02-009 |
| EL PASO<br>EL PASO<br>EL PASO | REDD ROAD<br>SOUTHWESTERN DRIVE<br>GUS RALLIS DRIVE<br>CONSTRUCT NEW CONNECTION | 96-3<br>MINOR ART<br>2/4<br>0.6 | STP<br>4C<br>CONST<br>EL PASO | $ 1,655.2<br>$ 0.0<br>$ 413.8<br>$ 2,069.0 | <br><br>ARTERIAL CONNECTION TO IH-10<br>FRONTAGE ROADS<br>ROW/CITY OF EL PASO-$1,925,000 |
| EL PASO<br>EL PASO<br>EL PASO | PAVEMENT MANAGEMENT SYSTEM<br><br><br>ESTABLISH COMPREHENSIVE SYSTEM | 96-4<br>LOCAL<br><br>0.0 | STP<br>4C<br>PE<br>EL PASO | $ 140.0<br>$ 0.0<br>$ 35.0<br>$ 175.0 | <br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | DONIPHAN DR./VINTON VILLAGE<br><br><br>CONTINUOUS LIGHTING | 96-7<br>PRIN ART<br>4/6<br>0.0 | STP<br>4C<br>CONST<br>EL PASO | $ 120.0<br>$ 0.0<br>$ 30.0<br>$ 150.0 | <br><br>NEW PROJECT<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>0674-01-032 | NORTH LOOP (FM 76) PHASE V<br>YARBROUGH DRIVE<br>LEE TREVINO DRIVE<br>WIDEN DIVIDED ART. W/EMERG. LN | 96-10<br>PRIN ART<br>2/4<br>0.0 | STP<br>4C<br>CONST<br>EL PASO | $ 2,160.0<br>$ 540.0<br>$ 0.0<br>$ 2,700.0 | <br><br>4-LANES DIVIDED ARTERIAL W/<br>EMERG. LANES/NEPA COMPLETE<br>ROW/CITY OF EL PASO $1,895,000<br>ROW/STATE OF TEXAS $3,805,000 |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-098 | DIANA DRIVE<br>DYER STREET<br>GATEWAY NORTH<br>ADD ONE LANE IN EA DIRECTION | 96-6<br>MINOR ART<br>2/4<br>1.2 | STP<br>4C<br>CONST<br>EL PASO | $ 1,056.0<br>$ 0.0<br>$ 264.0<br>$ 1,320.0 | <br><br>ROW/CITY OF EL PASO - $260,000<br>MOVED FROM 95-9 |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-422 | OLD HUECO TANKS ROAD<br>IH-10<br>NORTH LOOP (FM 76)<br>CONSTRUCT DIVIDED ROAD | 96-11<br>COLLECTOR<br>2/4<br>2.3 | STP<br>4C<br>CONST<br>EL PASO | $ 1,208.0<br>$ 0.0<br>$ 302.0<br>$ 1,510.0 | <br><br>NEW 4-LANE DIVIDED ROAD<br>ROW/CITY OF SOCORRO-$729,000 |
| EL PASO<br>EL PASO<br>EL PASO | INTERNATIONAL MULTIMODAL FACIL<br><br><br>CONSTRUCTION OF FACILITY | 96-5<br>LOCAL<br><br>0.0 | STP<br>4C<br>CONST<br>EL PASO | $ 1,140.0<br>$ 0.0<br>$ 285.0<br>$ 1,425.0 | <br><br><br> |
| EL PASO<br>EL PASO<br>EL PASO | VEHICLE REPAIR TECH. TRAIN'G<br><br><br>DESIGN & IMPLEMENT PROGRAM | 96-14<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONST<br>EL PASO | $ 40.0<br>$ 0.0<br>$ 10.0<br>$ 50.0 | <br><br>ENHANCED I/M REPAIR TECH.<br>CURRICULA TO ADDRESS EMISSION<br>REPAIRS & DIAGNOSIS<br>EXEMPT TNRCC MATCH |
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|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | ALTERNATIVE FUELS CONVERSIONS<br><br><br>MPO TO DESIGNATE FUNDS FOR 3YR | 96-18<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>GRANTS<br>EL PASO | $ 400.0<br>$ 0.0<br>$ 100.0<br>$ 500.0 | <br><br>CONVERSION OF PUBLIC SECTOR<br>VEHICLES TO ALTERNATIVE FUELS<br>LOCAL = AREAWIDE |
| EL PASO<br>EL PASO<br>EL PASO | COMMUTER VANPOOLING<br><br><br>REGIONWIDE VANPOOL PROGRAM | 96-15<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>GRANT<br>EL PASO | $ 400.0<br>$ 0.0<br>$ 100.0<br>$ 500.0 | <br><br>MOVED FROM FY 95-15<br> |
| EL PASO<br>EL PASO<br>EL PASO | INTERNATL MULTIMODAL FACILITY<br><br><br>CONSTRUCT PARK'G GARAGE | 96-13<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONST<br>EL PASO | $ 640.0<br>$ 0.0<br>$ 160.0<br>$ 800.0 | <br><br>600-SPACE PARK'G GARAGE,<br>TRANSIT TERMINAL, LANDSCAPING<br>& PASSENGER AMENITIES ADJACENT<br>TO PASO DEL NORTE POE |
| EL PASO<br>EL PASO<br>EL PASO | TRANSIT TERMINAL - WESTSIDE<br><br><br>CONSTRUCT TRANSIT TERMINAL | 96-12<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONST<br>EL PASO | $ 1,200.0<br>$ 0.0<br>$ 300.0<br>$ 1,500.0 | <br><br><br> |
| EL PASO<br>EL PASO<br>EL PASO | STREETCAR REACTIVATION<br><br><br>REACTIVATION OF STREETCARS | 96-16<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>REACTI<br>EL PASO | $ 2,400.0<br>$ 0.0<br>$ 600.0<br>$ 3,000.0 | <br><br>FTA<br>FROM PROJECT 94-2A<br>NEPA TO BE COMPLETE 11/24/94 |
| EL PASO<br>EL PASO<br>EL PASO | OREGON STREET MALL<br>TWO BLOCKS OF OREGON STREET<br>ONE BLOCK OF TEXAS AVENUE<br>MALL SERVING BUSES/ST.CARS/PED | 96-17<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONST<br>EL PASO | $ 1,200.0<br>$ 0.0<br>$ 300.0<br>$ 1,500.0 | <br><br><br>FROM 94-21<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | OREGON STREET INTERNATL BRIDGE<br>OREGON STREET IN EL PASO<br>FRANCISCO VILLA IN JUAREZ<br>CONSTRUCT TRANSIT/HOV BRIDGE | 96-19<br>MINOR ART<br>0<br>0.0 | FHWA<br>CP<br>PE<br>EL PASO | $ 400.0<br>$ 0.0<br>$ 100.0<br>$ 500.0 | <br><br>NEW SCOPE AND FUNDING SOURCE<br> |
| EL PASO<br>EL PASO<br>EL PASO | SUNLAND PARK DRIVE EXTENSION<br>MCNUTT ROAD (NM 273)<br>NEW MEXICO/TEXAS STATE LINE<br>NEW DIVIDED PRIN ART W/BRIDGE | 96-8<br>PRIN ART<br>4<br>1.2 | STP<br>O/U<br>CONST<br>EL PASO | $ 8,075.0<br>$ 1,425.0<br>$ 0.0<br>$ 9,500.0 | <br><br>DONA ANA COUNTY, NEW MEXICO<br>4-LANE DIV PRIN ART W/BRIDGE<br>NEW MEXICO FUNDS TPO & TPU<br>ROW - $700,000 |
| | | | | | |

EL PASO - District 24
Transportation Improvement Program
FY1997 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO<br><br> | OREGON STREET BRIDGE<br><br><br>INTERNATL TRANSIT/HOV BRIDGE | 97-11<br>LOCAL<br><br>0.0 | FHWA<br><br>CONST<br>EL PASO | $ 4,400.0<br>$ 0.0<br>$ 1,100.0<br>$ 5,500.0 | |
| EL PASO<br>EL PASO<br>EL PASO<br>2121-XX-XXX | IH-10 REHABILITATION<br>13.1 MILES EAST/HORIZON BLVD<br>20.2 MILES EAST/HORIZON BLVD<br>REHABILITATION | 97-1<br>INTERSTATE<br>4<br>7.1 | NHS<br>2<br>MAINT<br>EL PASO | $ 7,893.0<br>$ 877.0<br>$ 0.0<br>$ 8,770.0 | INTERSTATE MAINTENANCE (2)<br><br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>2121-01-046 | IH-10 AT REDD ROAD<br><br><br>CONSTRUCT DIAMOND INTERCHANGE | 97-2<br>INTERSTATE<br>4<br>1.0 | NHS<br>3A<br>CONST<br>EL PASO | $ 4,616.0<br>$ 1,154.0<br>$ 0.0<br>$ 5,770.0 | <br><br><br>ROW/CITY OF EL PASO $200,000 |
| EL PASO<br>EL PASO<br>EL PASO<br>0674-01-047 | NORTH LOOP (FM 76) PHASE IV<br>CAROLINA DRIVE<br>YARBROUGH DRIVE<br>WIDEN DIVIDED W/EMERG. LANES | 97-3<br>PRIN ART<br>4/6<br>1.3 | STP<br>4C<br>CONST<br>EL PASO | $ 2,760.0<br>$ 690.0<br>$ 0.0<br>$ 3,450.0 | <br><br>WIDEN/6 LANES/FR EMERSON ST TO YARBROUGH DR, WIDEN TO 4 LNS DIVIDED W/EMERG.LNS/NEPA COMP ROW/CITY EL PASO $6,300,000 |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-972 | LEE TREVINO DRIVE<br>OLD COUNTY ROAD<br>LOOP 375<br>CONSTRUCT NEW 6-LANE ROADWAY | 97-4<br>PRIN ART<br>6<br>3.4 | STP<br>4C<br>CONST<br>EL PASO | $ 5,120.0<br>$ 0.0<br>$ 1,280.0<br>$ 6,400.0 | <br><br>ROW/CITY EL PASO $3,092,000 |
| EL PASO<br>EL PASO<br>EL PASO<br><br> | PAVING OF UNPAVED STREETS<br><br><br>PAVING UNPAVED STREETS | 97-8<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONST<br>EL PASO | $ 720.0<br>$ 0.0<br>$ 180.0<br>$ 900.0 | <br><br>W/IN INCORPORATED & UNINCORP. AREAS OF EL PASO COUNTY W/MINIMUM PVMT STANDARDS<br>LOCAL = AREAWIDE EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO<br>0924-06-906 | TRANSP. MGMT. SYSTEM PHASE VII<br><br><br>INTERCONNECT TRAFFIC SIGNALS | 97-6<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONST<br>EL PASO | $ 844.8<br>$ 0.0<br>$ 211.2<br>$ 1,056.0 | <br><br>TIE TO COMPUTER CONTROLLED SYSTEM/INCLUDE N/S FREEWAY, DYER ST., MCCOMBS, RAILROAD DR<br>LOCAL = AREAWIDE |
| EL PASO<br>EL PASO<br>EL PASO<br><br> | INTERNATL MULTIMODAL FACILITY<br><br><br>CONSTRUCT PARK'G GARAGE, ETC. | 97-5<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONST<br>EL PASO | $ 2,400.0<br>$ 0.0<br>$ 600.0<br>$ 3,000.0 | <br><br>TRANSIT TERMINAL, LANDSCAPING, PASSENGER AMENITIES ADJACENT TO PASO DEL NORTE POE |
| EL PASO<br>EL PASO<br>EL PASO<br><br> | TRANSIT TERMINAL - FIVE POINTS<br><br><br>TRANSIT TERMINAL | 97-7<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONST<br>EL PASO | $ 1,200.0<br>$ 0.0<br>$ 300.0<br>$ 1,500.0 | |
| EL PASO<br>EL PASO<br>EL PASO<br><br> | ALTERNATIVE FUELS CONVERSIONS<br><br><br>CONVERT VEHICLES TO ALTER. FUE | 97-10<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>CONVER<br>EL PASO | $ 400.0<br>$ 0.0<br>$ 100.0<br>$ 500.0 | |
| | | | | | |

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1997 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | BUS RIDE REIMBURSEMENTS<br><br><br>REIMBURSEMENTS | 97-9<br>LOCAL<br><br>0.0 | CMAQ<br>5<br>REIMB<br>EL PASO | $ 80.0<br>$ 0.0<br>$ 20.0<br>$ 100.0 | <br><br>WHEN OZONE LEVEL EXCEEDS.12PPM<br>WHICH IS ABOVE EPA STANDARDS<br>EXEMPT |
| | | | | | |

# FEDERALLY FUNDED

# TRANSIT PROJECTS

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | ALTERNATIVE FUEL BUSES<br><br><br>PURCHASE 30 FULL SIZE BUSES | FTA 95-1<br>LOCAL<br><br>0.0 | 03<br><br>PURCH<br>EL PASO | $ 6,349.5<br>$ 0.0<br>$ 1,300.5<br>$ 7,650.0 | <br><br>SECTION 3<br>SUPPLEMENT CMAQ PROJECT 93-15<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | INSPECTIONS<br><br><br>ASSEMBLY LINE INSPECTIONS | FTA 95-2<br>LOCAL<br><br>0.0 | 03<br><br>IMPL<br>EL PASO | $ 48.0<br>$ 0.0<br>$ 12.0<br>$ 60.0 | <br><br>SECTION 3<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | FAREBOXES (30 VEHICLES)<br><br><br>PURCHASE & INSTALL FAREBOXES | FTA 95-3<br>LOCAL<br><br>0.0 | 03<br><br>PURCH<br>EL PASO | $ 96.0<br>$ 0.0<br>$ 24.0<br>$ 120.0 | <br><br>SECTION 3<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | RADIOS<br><br><br>PURCHASE 30 RADIOS | FTA 95-4<br>LOCAL<br><br>0.0 | 03<br><br>PURCH<br>EL PASO | $ 72.0<br>$ 0.0<br>$ 18.0<br>$ 90.0 | <br><br>SECTION 3<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | CONTINGENCY<br><br><br>CONTINGENCY | FTA 95-5<br>LOCAL<br><br>0.0 | 03<br><br>CONTIN<br>EL PASO | $ 316.8<br>$ 0.0<br>$ 79.2<br>$ 396.0 | <br><br>SECTION 3<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | DEMAND RESP. ALTERN. FUEL BUS<br><br><br>PURCHASE BUSES | FTA 95-6<br>LOCAL<br><br>0.0 | 03<br><br>PURCH<br>EL PASO | $ 1,245.0<br>$ 0.0<br>$ 255.0<br>$ 1,500.0 | <br><br>SECTION 3<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | ASSEMBLY LINE INSPECTIONS<br><br><br>INSPECTION OF 20 VEHICLES | FTA 95-7<br>LOCAL<br><br>0.0 | 03<br><br>INSPCT<br>EL PASO | $ 24.0<br>$ 0.0<br>$ 6.0<br>$ 30.0 | <br><br>SECTION3<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | FAREBOXES<br><br><br>PURCHASE 20 FAREBOXES | FTA 95-8<br>LOCAL<br><br>0.0 | 03<br><br>PURCH<br>EL PASO | $ 16.0<br>$ 0.0<br>$ 4.0<br>$ 20.0 | <br><br>SECTION 3<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | RADIOS<br><br><br>PURCHASE 20 RADIOS | FTA 95-9<br>LOCAL<br><br>0.0 | 03<br><br>PURCH<br>EL PASO | $ 48.0<br>$ 0.0<br>$ 12.0<br>$ 60.0 | <br><br>SECTION 3<br>LOCAL = AREAWIDE<br>EXEMPT |

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | CONTINGENCY<br><br><br>CONTINGENCY | FTA 95-10<br>LOCAL<br><br>0.0 | 03<br><br>CONT<br>EL PASO | $ 64.8<br>$ 0.0<br>$ 16.2<br>$ 81.0 | <br><br>SECTION 3<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | OPERATING ASSISTANCE<br><br><br>OPERATING ASSISTANCE | FTA 95-11<br>LOCAL<br><br>0.0 | 09<br><br>OPER<br>EL PASO | $ 1,779.2<br>$ 0.0<br>$ 1,779.3<br>$ 3,558.5 | <br><br>SECTION 9<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | SHORT RANGE PLANNING<br><br><br>SHORT RANGE PLANNING | FTA 95-12<br>LOCAL<br><br>0.0 | 09<br><br>PLAN<br>EL PASO | $ 240.0<br>$ 0.0<br>$ 60.0<br>$ 300.0 | <br><br>SECTION 9<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | 10 FULL SIZE BUSES<br><br><br>PURCHASE FULL SIZE BUSES | FTA 95-13<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 2,158.0<br>$ 0.0<br>$ 442.0<br>$ 2,600.0 | <br><br>CAPITAL PROJECT<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | DEMAND RESPONSE VEHICLES<br><br><br>PURCHASE 5 VEHICLES | FTA 95-14<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 311.3<br>$ 0.0<br>$ 63.7<br>$ 375.0 | <br><br>CAPTIAL PROJECTS<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | BUS SHELTERS<br><br><br>PURCHASE 10 BUS SHELTERS | FTA 95-15<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 80.0<br>$ 0.0<br>$ 20.0<br>$ 100.0 | <br><br>CAPITAL PROJECTS<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | SUPERVISORY VEHICLES<br><br><br>REPLACE 4 | FTA 95-16<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 73.6<br>$ 0.0<br>$ 18.4<br>$ 92.0 | <br><br>CAPITAL PROJECT<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | MAINTENANCE EQUIPMENT<br><br><br>MAINTENANCE EQUIPMENT | FTA 95-17<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 100.0<br>$ 0.0<br>$ 25.0<br>$ 125.0 | <br><br>CAPITAL PROJECT<br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | TUG VEHICLE/MAINTENANCE<br><br><br>TUG VEHICLE/MAINTENANCE | FTA 95-18<br>LOCAL<br><br>0.0 | 09<br><br>MAINT<br>EL PASO | $ 28.0<br>$ 0.0<br>$ 7.0<br>$ 35.0 | <br><br>CAPITAL PROJECT<br>LOCAL = AREAWIDE<br>EXEMPT |

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER HARDWARE<br><br><br>PURCHASE COMPUTER HARDWARE | FTA 95-19<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 92.0<br>$ 0.0<br>$ 23.0<br>$ 115.0 | <br><br>CAPITAL PROJECT<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER SOFTWARE<br><br><br>PURCHASE COMPUTER SOFTWARE | FTA 95-20<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 132.0<br>$ 0.0<br>$ 33.0<br>$ 165.0 | <br><br>CAPITAL PROJECT<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER CONSULTING<br><br><br>CONSULTING | FTA 95-21<br>LOCAL<br><br>0.0 | 09<br><br>CONSUL<br>EL PASO | $ 48.0<br>$ 0.0<br>$ 12.0<br>$ 60.0 | <br><br>CAPITAL PROJECT<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | CONTINGENCIES<br><br><br>CONTINGENCIES | FTA 95-22<br>LOCAL<br><br>0.0 | 09<br><br>CONTIN<br>EL PASO | $ 146.7<br>$ 0.0<br>$ 36.6<br>$ 183.3 | <br><br>CAPITAL PROJECT<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | ALTERNATIVE FUEL BUSES<br><br><br>PURCHASE 10 FULL SIZE BUSES | FTA 95-23 PC<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 2,158.0<br>$ 0.0<br>$ 442.0<br>$ 2,600.0 | <br><br>SECTION 09<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | DEMAND RESPONSE VEHICLES<br><br><br>PURCHASE 24 VEHICLES | FTA 95-24 PC<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 1,494.0<br>$ 0.0<br>$ 306.0<br>$ 1,800.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | ASSEMBLY LINE INSPECTIONS<br><br><br>ASSEMBLY LINE INSPECTIONS | FTA 95-25 PC<br>LOCAL<br><br>0.0 | 09<br><br>INSPEC<br>EL PASO | $ 35.2<br>$ 0.0<br>$ 8.8<br>$ 44.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | FAREBOXES<br><br><br>INSTALL 34 FAREBOXES | FTA 95-26 PC<br>LOCAL<br><br>0.0 | 09<br><br>INSTAL<br>EL PASO | $ 51.2<br>$ 0.0<br>$ 12.8<br>$ 64.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | RADIOS<br><br><br>INSTALL IN 34 VEHICLES | FTA 95-27 PC<br>LOCAL<br><br>0.0 | 09<br><br>INSTAL<br>EL PASO | $ 81.6<br>$ 0.0<br>$ 20.4<br>$ 102.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | BUS SHELTERS<br><br><br>PURCHASE 10 BUS SHELTERS | FTA 95-28 PC<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 80.0<br>$ 0.0<br>$ 20.0<br>$ 100.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | REPLACE SUPERVISORY VEHICLES<br><br><br>REPLACE 10 VEHICLES | FTA 95-29 PC<br>LOCAL<br><br>0.0 | 09<br><br>REPLAC<br>EL PASO | $ 160.8<br>$ 0.0<br>$ 40.2<br>$ 201.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | MAINTENANCE EQUIPMENT<br><br><br>MAINTENANCE EQUIPMENT | FTA 95-30 PC<br>LOCAL<br><br>0.0 | 09<br><br>MAINT<br>EL PASO | $ 104.0<br>$ 0.0<br>$ 26.0<br>$ 130.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER HARDWARE<br><br><br>PURCHASE COMPUTER HARDWARE | FTA 95-31 PC<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 160.0<br>$ 0.0<br>$ 40.0<br>$ 200.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER SOFTWARE<br><br><br>PURCHASE COMPUTER SOFTWARE | FTA 95-32 PC<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 128.0<br>$ 0.0<br>$ 32.0<br>$ 160.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | TERMINALS & AUTOMATED LOCATORS<br><br><br>PURCHASE AND INSTALL | FTA 95-33 PC<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 320.0<br>$ 0.0<br>$ 80.0<br>$ 400.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | DOWNTOWN WHEELCHAIR RAMPS<br><br><br>INSTALL RAMPS | FTA 95-34 PC<br>LOCAL<br><br>0.0 | 09<br><br>INSTAL<br>EL PASO | $ 240.0<br>$ 0.0<br>$ 60.0<br>$ 300.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | CONTINGENCIES<br><br><br>CONTINGENCIES | FTA 95-35 PC<br>LOCAL<br><br>0.0 | 09<br><br>CONTIN<br>EL PASO | $ 253.6<br>$ 0.0<br>$ 63.4<br>$ 317.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | OPERATING ASSISTANCE<br><br><br>OPERATING ASSISTANCE | FTA 95-36 PC<br>LOCAL<br><br>0.0 | 09<br><br>OPERAT<br>EL PASO | $ 1,779.2<br>$ 0.0<br>$ 1,779.3<br>$ 3,558.5 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | SHORT RANGE PLANNING<br><br><br>SHORT RANGE PLANNING | FTA 95-37 PC<br>LOCAL<br><br>0.0 | 09<br><br>PLAN<br>EL PASO | $ 240.0<br>$ 0.0<br>$ 60.0<br>$ 300.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | DEMAND RESPONSE TRANSIT SVCS<br><br><br>CENTRAL OPERATIONS FACILITY | FTA 95-38<br>LOCAL<br><br>0.0 | 03<br><br>D & C<br>EL PASO | $ 2,800.0<br>$ 0.0<br>$ 700.0<br>$ 3,500.0 | <br><br>SECTION 3<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | STREETCAR REACTIVATION<br><br><br>D & E; PURCHASE 5 TROLLEY CARS | FTA 95-39 PC<br>LOCAL<br><br>0.0 | 03<br><br>GRANT<br>EL PASO | $ 2,400.0<br>$ 0.0<br>$ 600.0<br>$ 3,000.0 | <br><br>SECTION 3 EARMARK<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | CNG FUELING FACILITY<br><br><br>FUELING FACILITY | 95-36<br>LOCAL<br><br>0.0 | 09<br><br>CONST<br>EL PASO | $ 400.8<br>$ 0.0<br>$ 100.2<br>$ 501.0 | <br><br>SECTION 9<br>LOCAL = AREAWIDE<br>EXEMPT |
| | | | | | |

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1996 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | OPERATING ASSISTANCE<br><br><br>OPERATING ASSISTANCE | FTA 96-1<br>LOCAL<br><br>0.0 | 09<br><br>CONST<br>EL PASO | $ 1,779.2<br>$ 0.0<br>$ 1,779.3<br>$ 3,558.5 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | SHORT RANGE PLANNING<br><br><br>SHORT RANGE PLANNING | FTA 96-2<br>LOCAL<br><br>0.0 | 09<br><br>PLAN<br>EL PASO | $ 240.0<br>$ 0.0<br>$ 60.0<br>$ 300.0 | <br><br>SECTION<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | FULL SIZE BUSES<br><br><br>PURCHASE 10 BUSES | FTA 96-3<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 2,158.0<br>$ 0.0<br>$ 442.0<br>$ 2,600.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | DEMAND RESPONSE VEHICLES<br><br><br>REPLACE 13 VEHICLES | FTA 96-4<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 780.0<br>$ 0.0<br>$ 195.0<br>$ 975.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | BUS SHELTERS<br><br><br>PURCHASE 10 SHELTERS | FTA 96-5<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 80.0<br>$ 0.0<br>$ 20.0<br>$ 100.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | MAINTENANCE EQUIPMENT<br><br><br>MAINTENANCE | FTA 96-6<br>LOCAL<br><br>0.0 | 09<br><br>MAINT<br>EL PASO | $ 100.0<br>$ 0.0<br>$ 25.0<br>$ 125.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | CONTINGENCIES<br><br><br>CONTINGENCIES | FTA 96-7<br>LOCAL<br><br>0.0 | 09<br><br>CONT<br>EL PASO | $ 188.0<br>$ 0.0<br>$ 47.0<br>$ 235.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER HARDWARE<br><br><br>PURCHASE COMPUTER HARDWARE | FTA 96-8<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 40.0<br>$ 0.0<br>$ 10.0<br>$ 50.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER SOFTWARE<br><br><br>PURCHASE COMPUTER SOFTWARE | FTA 96-9<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 40.0<br>$ 0.0<br>$ 10.0<br>$ 50.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |

EL PASO - District 24
Transportation Improvement Program
FY1996 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | LAN COMPLETE COMPUTER SYSTEM<br><br><br>PURCHASE COMPUTER SYSTEM | FTA 96-10<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 640.0<br>$ 0.0<br>$ 160.0<br>$ 800.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| | | | | | |

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1997 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | OPERATING ASSISTANCE<br><br><br>OPERATING ASSISTANCE | FTA 97-1<br>LOCAL<br><br>0.0 | 09<br><br>OPER<br>EL PASO | $ 1,779.2<br>$ 0.0<br>$ 1,779.3<br>$ 3,558.5 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | SHORT RANGE PLANNING<br><br><br>SHORT RANGE PLANNING | FTA 97-2<br>LOCAL<br><br>0.0 | 09<br><br>PLAN<br>EL PASO | $ 240.0<br>$ 0.0<br>$ 60.0<br>$ 300.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | FULL SIZE BUSES<br><br><br>PURCHASE 10 BUSES | FTA 97-3<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 2,158.0<br>$ 0.0<br>$ 442.0<br>$ 2,600.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | DEMAND RESPONSE VEHICLES<br><br><br>REPLACE 22 VEHICLES | FTA 97-4<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 1,369.5<br>$ 0.0<br>$ 280.5<br>$ 1,650.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | MAINTENANCE EQUIPMENT<br><br><br>MAINTENANCE EQUIPMENT | FTA 97-5<br>LOCAL<br><br>0.0 | 09<br><br>MAINT<br>EL PASO | $ 100.0<br>$ 0.0<br>$ 25.0<br>$ 125.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | BUS SHELTER<br><br><br>PURCHASE 10 SHELTERS | FTA 97-6<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 80.0<br>$ 0.0<br>$ 20.0<br>$ 100.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | SUPERVISORY VEHICLES<br><br><br>REPLACE 8 VEHICLES | FTA 97-7<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 180.0<br>$ 0.0<br>$ 45.0<br>$ 225.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | CONTINGENCIES<br><br><br>CONTINGENCIES | FTA 97-8<br>LOCAL<br><br>0.0 | 09<br><br>CONTIN<br>EL PASO | $ 192.0<br>$ 0.0<br>$ 48.0<br>$ 240.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER HARDWARE<br><br><br>PURCHASE COMPUTER HARDWARE | FTA 97-9<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 40.0<br>$ 0.0<br>$ 10.0<br>$ 50.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1997 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | COMPUTER SOFTWARE<br><br><br>PURCHASE COMPUTER SOFTWARE | FTA 97-10<br>LOCAL<br><br>0.0 | 09<br><br>PURCH<br>EL PASO | $ 40.0<br>$ 0.0<br>$ 10.0<br>$ 50.0 | <br><br>SECTION 9<br><br>LOCAL = AREAWIDE<br>EXEMPT |
| | | | | | |

# STATE FUNDED

# HIGHWAY PROJECTS

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | DONIPHAN DRIVE, PHASE II<br>MESA STREET (SH 20)<br>SUNLAND PARK DRIVE<br>RECONST. PMVT/ADD LANE/ILLUM. | 95-38<br>PRIN ART<br>2/3<br>2.5 | PASS<br>18<br>CONST<br>EL PASO | $ 0.0<br>$ 7,100.0<br>$ 0.0<br>$ 7,100.0 | <br><br><br>ADD CONT. LEFT TURN LAND<br>NEPA COMPLETE |
| | | | | | |

EL PASO - District 24
Transportation Improvement Program
FY1996 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO<br>8007-24-006 | AIRPORT DRIVE<br>MONTANA AVE (US 62/180)<br>AIRWAY BLVD<br>RECONST. AND WIDEN | 96-21<br>PRIN ART<br>4<br>0.6 | PASS<br>18<br>CONST<br>EL PASO | $ 0.0<br>$ 1,200.0<br>$ 0.0<br>$ 1,200.0 | <br><br><br>WIDEN TO 5-LANE SECTION |
| EL PASO<br>EL PASO<br>EL PASO<br>8056-24-001 | HORIZON BLVD<br>NORTH LOOP (FM 76)<br>ALAMEDA AVE (SH 20)<br>RECONST. AND WIDEN | 96-20<br>MINOR ART<br>2/4<br>1.2 | PASS<br>18<br>CONST<br>EL PASO | $ 0.0<br>$ 2,400.0<br>$ 0.0<br>$ 2,400.0 | <br><br><br>WIDEN FROM 2 TO 4 LANES<br>CITY OF SOCORRO (ROW) $200,000 |
| | | | | | |

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1997 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO<br>8042-24-001 | HAWKINS BLVD<br>VISCOUNT<br>DALE ROAD<br>RECONST. AND WIDEN/ILLUMINATE | 97-12<br>PRIN ART<br>2/4<br>2.1 | PASS<br>18<br>CONST<br>EL PASO | $ 0.0<br>$ 4,300.0<br>$ 0.0<br>$ 4,300.0 | <br><br><br>WIDEN FROM 2 TO 4 LANES<br>CITY OF EL PASO (ROW) $25,000 |
| | | | | | |

# LOCALLY FUNDED

# REGIONALLY SIGNIFICANT PROJECTS

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1995 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | SUNLAND PARK DRIVE EXT<br>DONIPHAN DRIVE<br>NEW MEXICO STATE LINE<br>UPGRADE TO 4-LANE DIVIDED ART. | 95-40<br>PRIN ART<br>4<br>0.2 | <br><br>P & E<br>EL PASO | $ 0.0<br>$ 0.0<br>$ 210.3<br>$ 210.3 | <br><br>100% CITY OF EL PASO<br><br>IN CONJUNCTION WITH NEW MEXICO PROJECT |
| | | | | | |

11/18/94

EL PASO - District 24
Transportation Improvement Program
FY1996 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| EL PASO<br>EL PASO<br>EL PASO | SUNLAND PARK DRIVE EXT<br>DONIPHAN DRIVE<br>NEW MEXICO STATE LINE<br>UPGRADE TO 4-LANE DIVIDED ART. | 96-9<br>PRIN ART<br>4<br>0.2 | <br><br>CONST<br>EL PASO | $ 0.0<br>$ 0.0<br>$ 2,102.9<br>$ 2,102.9 | <br><br>100% CITY OF EL PASO<br><br>IN CONJUNCTION WITH NEW MEXICO PROJECT |
| | | | | | |

# FINANCIAL

# PLAN

# FY 95-97 TIP SUMMARY

## EL PASO DISTRICT

Revision Date: _____

| FUNDING SOURCE | CATEGORY OF WORK | FY 95 APPORT | FY 95 PROG | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1-Interstate Construction | $ 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2-Interstate Maintenance | 8,146.9 | 6,070.0 | 8,146.9 | 7,470.0 | 8,146.9 | 8,770.0 | 24,440.7 | 22,310.0 |
| | 3-National Highway System | 3,800.0 | 3,800.0 | 9,300.0 | 6,500.0 | 5,770.0 | 5,770.0 | 18,870.0 | 16,070.0 |
| | 3B-Texas Trunk System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other NHS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Surface Transportation Program | | | | | | | | |
| | 4A-Safety | 701.3 | 701.3 | 0 | 0 | 0 | 0 | 701.3 | 701.3 |
| | 4B-Enhancement | 3,394.0 | 3,394.0 | 0 | 0 | 0 | 0 | 3,394.0 | 3,394.0 |
| | 4C-Metropolitan Mobility | 7,839.9 | 13,290.0 | 7,839.9 | 9,349.0 | 7,839.9 | 9,850.0 | 23,519.8 | 32,489.0 |
| | 4D-Urban Mobility | 357.9 | 1,974.0 | 357.9 | 0 | 357.9 | 0 | 1,073.7 | 1,974.0 |
| | 4E-Rural Mobility | 370.2 | 1,900.0 | 370.2 | 0 | 370.2 | 0 | 1,110.8 | 1,900.0 |
| | 4F-STP Rehabilitation | 700.0 | 700.0 | 0 | 0 | 0 | 0 | 700.0 | 700.0 |
| | 5-Congestion Mitigation & Air Quality | 9,226.9 | 22,722.0 | 9,226.9 | 7,850.0 | 9,226.9 | 7,056.0 | 27,680.7 | 37,628.0 |
| | 6-Bridge | | | | | | | | |
| | 6A-Bridges on System | 833.3 | 585.0 | 833.3 | 0 | 833.3 | 0 | 2,499.9 | 585.0 |
| | 6B-Bridges off System | 331.3 | 4,000.0 | 331.3 | 0 | 331.3 | 0 | 993.9 | 4,000.0 |
| | 12-Commission Strategic Priority | 6,800.0 | 6,800.0 | 0 | 0 | 0 | 0 | 6,800.0 | 6,800.0 |
| | 15-Demonstration Projects | 1,000.0 | 1,000.0 | 0 | 0 | 0 | 0 | 1,000.0 | 1,000.0 |
| | Federal Land Highway Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal - FTA | Section 3 | 5,000.0 | 16,507.0 | 5,000.0 | 0 | 5,000.0 | 0 | 15,000.0 | 16,507.0 |
| | Section 9 | 6,660.0 | 18,487.0 | 6,660.0 | 8,794.0 | 6,660.0 | 8,734.0 | 19,980.0 | 36,015.0 |
| | Section 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Section 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | FHWA | 43,501.7 | 66,936.3 | 36,406.4 | 31,169.0 | 32,876.4 | 31,446.0 | 112,784.8 | 129,551.3 |
| | FTA | 11,660.0 | 34,994.0 | 11,660.0 | 8,794.0 | 11,660.0 | 8,734.0 | 34,980.0 | 52,522.0 |
| State | 100% State-Funded Projects | 7,100.0 | 7,100.0 | 3,600.0 | 3,600.0 | 4,300.0 | 4,300.0 | 15,000.0 | 15,000.0 |
| | Match for Transit Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Locally Funded Projects | City | 0 | 210.3 | 0 | 2,102.9 | 0 | 0 | 0 | 2,313.2 |
| | County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# March 1995 Quarterly Revisions

# FY 1995 - 1997 STIP

# EL PASO MPO

## Highway Projects
## Transit Projects
## Financial Plan

TRANSPORTATION IMPROVEMENT PROGRAM
EL PASO
EL PASO MPO



FY 1994

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| EL PASO | CS | 95-25A | CMAQ | $1,120,000 | 07/95 |
| EL PASO | CITY HALL COMPLEX | 0 | S | 280,000 | 03/95 |
| 0 | . | 0 | C | 0 | COV |
| 0924-06-955 | CONSTRUCT CITY TRANSIT PLAZA TO BE LOCATED | 0.001 | 1104 | $1,400,000 | |
| EL PASO | CS | 96-17 | CMAQ | $2,400,000 | 07/95 |
| EL PASO | AT OREGON ST AND | 0 | S | 600,000 | 03/95 |
| 0 | AT TEXAS AVE | 0 | C | 0 | COV |
| 0924-06-956 | CONSTRUCT A MALL SERVING BUSES, STREETCARS | 0.001 | 1104 | $3,000,000 | |

PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER



TRANSPORTATION IMPROVEMENT PROGRAM
EL PASO
EL PASO MPO



FY 1995

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| EL PASO | FM 258 | | STP-TE | $64,000 | 08/95 |
| EL PASO | MAIN STREET ON THE NORTH | 4 | 4B | 16,000 | 03/95 |
| 0 | CONVENT ROAD TO THE SOUTH | 0 | C | 20,000 | ENHANCEMENT ADDE |
| 0002-14-020 | SAN ELIZARIO PLAZA ARCHAEOLOGICAL PROJECT | 0.170 | 1104 | $100,000 | D |

PHASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER



TRANSPORTATION IMPROVEMENT PROGRAM
EL PASO
EL PASO MPO



FY 1996

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | LETTING DATE / REVISION DATE / COMMENTS |
|---|---|---|---|---|---|
| EL PASO | LP 375 | | STP-TE | $1,920,000 | 08/96 |
| EL PASO | IH 10 | 3 | 4B | 480,000 | 03/96 |
| 0 | 13.7 MILES EAST | 0 | C | 600,000 | ENHANCEMENT ADDE |
| 2552-01-027 | LOOP 375 ENHANCEMENT | 13.700 | 1104 | $3,000,000 | D |

ASE: E=ENGINEERING, C=CONSTRUCTION, R=ROW, T=TRANSFER

# FY 95-97 TIP SUMMARY

**EL PASO DISTRICT** **Revision Date: February 24, 1995**

| FUNDING SOURCE | CATEGORY OF WORK | FY 95 APPORT | FY 95 PROG | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1-Interstate Construction | $ 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2-Interstate Maintenance | 8,146.9 | 6,070.0 | 8,146.9 | 7,470.0 | 8,146.9 | 8,770.0 | 24,440.7 | 22,310.0 |
| | 3-National Highway System | 3,800.0 | 3,800.0 | 9,300.0 | 6,500.0 | 5,770.0 | 5,770.0 | 18,870.0 | 16,070.0 |
| | 3B-Texas Trunk System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other NHS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Surface Transportation Program | | | | | | | | |
| | 4A-Safety | 701.3 | 701.3 | 0 | 0 | 0 | 0 | 701.3 | 701.3 |
| | 4B-Enhancement | 3,551.4 | 3,551.4 | 3,000 | 3,000 | 0 | 0 | 6,551.4 | 6,551.4 |
| | 4C-Metropolitan Mobility | 7,839.9 | 13,290.0 | 7,839.9 | 9,349.0 | 7,839.9 | 9,850.0 | 23,519.8 | 32,489.0 |
| | 4D-Urban Mobility | 357.9 | 1,974.0 | 357.9 | 0 | 357.9 | 0 | 1,073.7 | 1,974.0 |
| | 4E-Rural Mobility | 370.2 | 1,900.0 | 370.2 | 0 | 370.2 | 0 | 1,110.8 | 1,900.0 |
| | 4F-STP Rehabilitation | 700.0 | 700.0 | 0 | 0 | 0 | 0 | 700.0 | 700.0 |
| | 5-Congestion Mitigation & Air Quality | 9,226.9 | 22,448.0 | 9,226.9 | 8,124.0 | 9,226.9 | 7,056.0 | 27,680.7 | 37,628.0 |
| | 6-Bridge | | | | | | | | |
| | 6A-Bridges on System | 833.3 | 585.0 | 833.3 | 0 | 833.3 | 0 | 2,499.9 | 585.0 |
| | 6B-Bridges off System | 331.3 | 4,000.0 | 331.3 | 0 | 331.3 | 0 | 993.9 | 4,000.0 |
| | 12-Commission Strategic Priority | 6,800.0 | 6,800.0 | 0 | 0 | 0 | 0 | 6,800.0 | 6,800.0 |
| | 15-Demonstration Projects | 1,000.0 | 1,000.0 | 0 | 0 | 0 | 0 | 1,000.0 | 1,000.0 |
| | Federal Land Highway Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal - FTA | Section 3 | 5,000.0 | 18,382.0 | 5,000.0 | 0 | 5,000.0 | 0 | 15,000.0 | 16,507.0 |
| | Section 9 | 6,660.0 | 18,857.0 | 6,660.0 | 8,794.0 | 6,660.0 | 8,734.0 | 19,980.0 | 36,015.0 |
| | Section 16 | 60.4 | 59.3 | 98.1 | 99.2 | 0 | 0 | 158.5 | 158.5 |
| | Section 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | FHWA | 39,501.7 | 72,819.7 | 36,406.4 | 34,443.0 | 32,876.4 | 31,446.0 | 108,784.5 | 138,708.7 |
| | FTA | 11,719.3 | 37,298.3 | 11,759.2 | 8,893.2 | 11,660.0 | 8,734.0 | 35,138.5 | 54,925.5 |
| State | 100% State-Funded Projects | 7,100.0 | 7,100.0 | 3,600.0 | 3,600.0 | 4,300.0 | 4,300.0 | 15,000.0 | 15,000.0 |
| | Match for Transit Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Locally Funded Projects | City | 0 | 210.3 | 0 | 2,102.9 | 0 | 0 | 0 | 2,313.2 |
| | County | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# June 1995 Quarterly Revisions

# FY 1995 - 1997 STIP

# EL PASO MPO

## Transit Projects

TRANSPORTATION IMPROVEMENT PROGRAM
EL PASO MPO TRANSIT PROJECTS
FY 1995 FEDERALLY FUNDED PROJECTS BY TYPE

REVISION DATE 3/1/95

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| EL PASO | TRANSIT TERMINAL | FTA95-40A | FTA | $ 1,500,000 | REPLACES PROJECT |
| EL PASO | LOWER VALLEY | LOCAL | 03 | $ 0 | 95-22 |
| EL PASO | | | CONST. | $ 375,000 | |
| | CONSTRUCTION | 0.0 | 1104 | $ 1,875,000 | |
| EL PASO | L.U.L.A.C. PROJECT AMISTAD | FTA95-41A | FTA | $ 31,900 | |
| EL PASO | REGIONAL | LOCAL | 16 | $ 0 | |
| EL PASO | | | PURCHASE | $ 8,000 | |
| | PURCHASE VEHICLE | 0.0 | 1104 | $ 39,900 | |
| EL PASO | PROVIDENCE MEMORIAL HOSPITAL | FTA95-42A | FTA | $ 27,400 | |
| EL PASO | REGIONAL | LOCAL | 16 | $ 0 | |
| EL PASO | | | PURCHASE | $ 6,800 | |
| | PURCHASE VEHICLE | 0.0 | 1104 | $ 34,200 | |
| EL PASO | C.N.G. FUELING FACILITY | FTA95-36A | FTA | $ 152,100 | ADDITIONAL FUND- |
| EL PASO | | LOCAL | 09 | $ 0 | ING FROM FTA |
| EL PASO | | | CONST. | $ 38,000 | |
| | FUELING FACILITY | 0.0 | 1104 | $ 190,100 | |
| EL PASO | SAN ANTONIO AVENUE TRANSIT PLAZA | FTA95-26A | FTA | $ 144,000 | INCREASED FUND- |
| EL PASO | DOWNTOWN | LOCAL | 09 | $ 0 | ING FROM SECTION |
| EL PASO | | | CONST. | $ 36,000 | 9 GRANT |
| | CONSTRUCT PEDESTRIAN PLAZA | 0.0 | 1104 | $ 180,000 | |



TRANSPORTATION IMPROVEMENT PROGRAM
EL PASO MPO TRANSIT PROJECTS
FY 1996 FEDERALLY FUNDED PROJECTS BY TYPE

REVISION DATE 3/1/95

| DISTRICT / COUNTY / CITY / CSJ | NAME OR DESIGNATION / LOCATION (FROM) / LOCATION (TO) / DESCRIPTION OF WORK | PROJ. ID / F. CLASS / LANES / LENGTH | FED PROG / ST. CAT. / PHASE / MPO | FEDERAL / STATE / LOCAL / TOTAL | COMMENTS |
|---|---|---|---|---|---|
| EL PASO | CENTRO DE SALUD FAMILIAR LA FE, INC | FTA96-11A | FTA | $ 34,600 | |
| EL PASO | REGIONAL | LOCAL | 16 | $ 0 | |
| EL PASO | | | PURCHASE | $ 11,500 | |
| | PURCHASE VEHICLE | 0.0 | 1104 | $ 46,200 | |
| EL PASO | LUTHERAN COMMUNITY SERVICES | FTA96-12A | FTA | $ 33,900 | PURCHASE 2 |
| EL PASO | REGIONAL | LOCAL | 16 | $ 0 | VEHICLES |
| EL PASO | | | PURCHASE | $ 11,200 | |
| | PURCHASE TWO VEHICLES | 0.0 | 1104 | $ 45,100 | |
| EL PASO | L.U.L.A.C. PROJECT AMISTAD | FTA96-13A | FTA | $ 30,700 | |
| EL PASO | REGIONAL | LOCAL | 16 | $ 0 | |
| EL PASO | | | PURCHASE | $ 9,200 | |
| | PURCHASE VEHICLE | 0.0 | 1104 | $ 39,900 | |

# September 1995 Revisions

# FY 1995 - 1997 STIP

# EL PASO MPO

## Highway Projects

## Transit Projects

August 31, 1995

# EL PASO URBAN TRANSPORTATION IMPROVEMENT PROGRAM
## 1995-1999
## FY 1996 AMENDMENTS
### Highway Projects

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Project ID<br>F. Class<br>Lanes<br>Length | Fed. Prog.<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Revision<br>Comments |
|---|---|---|---|---|---|
| El Paso<br>El Paso<br>El Paso<br>0167-01-073 | US 54 Frontage Roads<br>At Sean Haggerty<br>and McCombs<br>Install traffic signal | 96-23A<br><br><br>0.0 | STP<br>4A<br>Const<br>El Paso | $ 135.6<br>$ 33.9<br><br>$ 169.5 | New project; TAB approved 09-08-95 |
| El Paso<br>El Paso<br>El Paso<br>0924-06-112 | Vinton Road<br><br><br>Replace bridge structure | 96-24A<br><br><br>0.0 | Bridge<br>6B<br>Const<br>El Paso | $ 800.0<br>$ 200.0<br><br>$ 1,000.0 | New project; TAB approved 09-08-95 |
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EL PASO URBAN TRANSPORTATION IMPROVEMENT PROGRAM
1995-1999

FY 1995 AMENDMENTS
Transit Projects

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Project ID<br>F. Class<br>Lanes<br>Length | Fed. Prog.<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Revision Comments |
|---|---|---|---|---|---|
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Transit Terminal<br>Lower Valley<br><br>Construction | FTA 95-40A<br>Local<br><br>0.0 | FTA<br>03<br>Const.<br>El Paso | $ 1,500.0<br><br>$ 375.0<br>$ 1,875.0 | FY 95 TIP Amend.<br><br>TAB Approved<br>1/27/95; Replaces Project 95-22 |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | L.U.L.A.C. Project Amistad<br>Regional<br><br>Purchase Vehicle | FTA 95-41A<br>Local<br><br>0.0 | FTA<br>Section 16<br>Purchase<br>El Paso | $ 62,~~631.9~~<br><br>$ 17.2 ~~8.6~~<br>$ 79.8~~39.9~~ | FY 95 TIP Amend.<br><br>TAB Approved<br>1/27/95 |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | ~~Providence Memorial Hospital~~<br>Regional<br>Dilita<br>Purchase Vehicle | FTA 95-42A<br>~~Local~~<br><br>0.0 | FTA<br>Section 16<br>~~Purchase~~<br>El Paso | $ 27.4<br><br>~~$ 6.8~~<br>$ 34.2 | FY 95 TIP Amend.<br><br>~~TAB Approved~~<br>1/27/95 |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | C.N.G. Fueling Facility<br><br><br>Fueling Facility | 95-36A<br>Local<br><br>0.0 | FTA<br>09<br>Const.<br>El Paso | $ 152.1<br><br>$ 38.0<br>$ 190.1 | FY 95 TIP Amend.<br><br>TAB Approved<br>1/27/95; Additional Funding From FTA |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | San Antonio Avenue Transit Plaza<br>Downtown<br><br>Construct Pedestrian Plaza | 95-26A<br>Local<br><br>0.0 | FTA<br>09<br>Const.<br>El Paso | $ 144.0<br><br>$ 36.0<br>$ 180.0 | FY 95 TIP Amend.<br><br>TAB Approved<br>1/27/95; Increase Funding Amount from Section 9 Grant |
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EL PASO URBAN TRANSPORTATION IMPROVEMENT PROGRAM
1995-1999

FY 1995 AMENDMENTS
Transit Projects

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Project ID<br>F. Class<br>Lanes<br>Length | Fed. Prog.<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Revision<br>Comments |
|---|---|---|---|---|---|
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Operating Assistance | FTA 95-11<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 1575.1<br><br>$ 1575.1<br>$ 3150.2 | Decrease Funding Amount from Section 9 Grant |
| ~~El Paso~~<br>~~El Paso~~<br>~~El Paso~~<br>~~xxxx-xx-xxx~~ | ~~Purchase Full Sized Buses~~<br><br><br>~~10 Vehicles~~ | ~~FTA 95-13~~<br>~~Local~~<br><br>~~0.0~~ | ~~FTA~~<br>~~09~~<br><br>~~El Paso~~ | ~~$ 2158.0~~<br><br>~~$ 442.0~~<br>~~$ 2600.0~~ | Project Deleted 7-20-95<br><br>~~Exempt~~ |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Purchase Demand Response Vehicles<br><br><br>20 Vehicles | FTA 95-14<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 1245.0<br><br>$ 255.0<br>$ 1500.0 | Increase Funding Amount from Section 9 Grant |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Computer Hardware | FTA 95-19<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 160.0<br><br>$ 40.0<br>$ 200.0 | Increase Funding Amount from Section 9 Grant |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Computer Software | FTA 95-20<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 64.0<br><br>$ 16.0<br>$ 80.0 | Decrease Funding Amount from Section 9 Grant |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Contingencies | FTA 95-22<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 165.9<br><br>$ 41.5<br>$ 207.4 | Increase Funding Amount from Section 9 Grant |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Assembly Line Inspection<br><br><br>20 Vehicles | FTA 95-43A<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 24.0<br><br>$ 6.5<br>$ 30.0 | Project Added 7-20-95 |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Fareboxes<br><br><br>20 Vehicles | FTA 95-44A<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 16.0<br><br>$ 4.0<br>$ 20.0 | Project Added 7-20-95 |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Radios<br><br><br>20 Vehicles | FTA 95-45A<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 48.0<br><br>$ 12.0<br>$ 60.0 | Project Added 7-20-95 |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Security Project | FTA 95-46A<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 64.0<br><br>$ 16.0<br>$ 80.0 | Project Added 7-20-95 |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Maintenance Facility<br><br><br>Upgrade for CNG & LNG | FTA 95-47A<br>Local<br><br>0.0 | FTA<br>09<br><br>El Paso | $ 1460.0<br><br>$ 365.0<br>$ 1825.0 | Project Added 7-20-95 |

EL PASO URBAN TRANSPORTATION IMPROVEMENT PROGRAM
1996-2000
FY 1995 AMENDMENTS
Transit Projects

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Project ID<br>F. Class<br>Lanes<br>Length | Fed. Prog.<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Revision<br>Comments |
|---|---|---|---|---|---|
| El Paso<br>El Paso<br>El Paso<br>xxx-xx-xxx | Operating Assistance<br><br><br>Rural public trans. in El Paso County | | 18<br><br><br>El Paso | $ 65.4<br>$ 65.4<br>$ 6.9<br>$ 137.6 | Local = El Paso<br>County; new<br>project; TAB<br>approved 09-08-95 |
| El Paso<br>El Paso<br>El Paso<br>xxx-xx-xxx | Administrative Costs<br><br><br>Rural public trans. in El Paso County | | 18<br><br><br>El Paso | $ 27.5<br>$ 22.0<br>$ 5.5<br>$ 55.0 | Local = El Paso<br>County; new<br>project; TAB<br>approved 09-08-95 |
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EL PASO URBAN TRANSPORTATION IMPROVEMENT PROGRAM
1995-1999

FY 1996 AMENDMENTS
Transit Projects

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Project ID<br>F. Class<br>Lanes<br>Length | Fed. Prog.<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Revision Comments |
|---|---|---|---|---|---|
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Centro De Salud Familiar La Fe, Inc<br>Regional<br><br>Purchase Vehicle | FTA 96-11A<br>Local<br><br>0.0 | FTA<br>Section 16<br>Purchase<br>El Paso | $ 34.6<br><br>$ 11.5<br>$ 46.2 | FY 95 TIP Amend.<br><br>TAB Approved<br>1/27/95 |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | Lutheran Community Services<br>Regional<br><br>Purchase Vehicles | FTA 96-12A<br>Local<br><br>0.0 | FTA<br>Section 16<br>Purchase<br>El Paso | $ 33.9<br><br>$ 11.2<br>$ 45.1 | FY 95 TIP Amend.<br><br>TAB Approved<br>1/27/95;<br>Purchase 2 Vehicles |
| El Paso<br>El Paso<br>El Paso<br>xxxx-xx-xxx | ~~L.U.L.A.C. Project Amistad~~<br>Regional<br>Delete<br>Purchase Vehicle | FTA 96-13A<br>~~Local~~<br><br>0.0 | FTA<br>Section 16<br>~~Purchase~~<br>El Paso | $ 30.7<br><br>~~$ 9.2~~<br>$ 39.9 | FY 95 TIP Amend.<br><br>TAB Approved<br>1/27/95 |
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# HIDALGO COUNTY MPO

## FY 96-98 TRANSPORTATION IMPROVEMENT PROGRAM(TIP)

Public Meeting Date- July 25, 1995

Approved by Policy Committee -August 24 , 1995

**RESOLUTION 95-14**

**SUBJECT:** Adoption Of FY96-98 MTIP

**WHEREAS,** the Hidalgo County Metropolitan Planning Organization, is the designated agency for Transportation Planning in the Transportation Management Area; and

**WHEREAS,** the Metropolitan Planning Organization has the authority to adopt its' own Metropolitan Transportation Improvement Plan for the fiscal years 96-98; and

**WHEREAS,** the MPO's adopted public involvement policy requires a 30 day public comment period; and

**WHEREAS,** the Technical Committee has discussed the MTIP and recommends that the Policy Committee adopts it; and

**NOW THEREFORE, BE IT RESOLVED,** that the Policy Committee of the Metropolitan Planning Organization, by a majority vote, adopts the attached FY96-98 MTIP.

**AUGUST 24, 1995**
**DATE OF ADOPTION**

**MAYOR RICARDO A. PEREZ**
**CHAIRMAN OF THE HIDALGO**
**COUNTY MPO POLICY COMMITTEE**

**MR. AMADEO SAENZ, P.E.**
**TXDOT DISTRICT ENGINEER**

# A. INTRODUCTION

In 1962, the Federal-Aid Highway Act was the first piece of legislation to require a transportation plan from a metropolitan area in order to receive federal funds. It was the first time that a planning process was required in an urban area rather than a city. The Act also mandated that the process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive (3C) to the degree appropriate, based on the complexity of the transportation problem.

In 1968, the Bureau of the Budget issued Circular No. A-95 requiring that the governors of each state designate a clearinghouse at the state level and for each metropolitan area to review and comment on project proposals for federal aid. The review would be in terms of their compatibility with comprehensive plans and on coordination among agencies having plans and programs that might be affected by the projects.

A few years later, the Federal-Aid Highway Act of 1973 formally created the MPOs which had the ability to choose a transportation mode that would best fit the community. MPOs would prepare transportation improvement programs (TIPs), unified planning work programs (UPWPs), and long range plans, but would not prioritize projects depending on their degree of importance for the urbanized area. The Intermodal Surface Transportation Efficiency Act of 1991 expanded the roles of the MPOs and the states making them more powerful as a decision-making organization. They also were forced to prioritize their projects putting emphasis on those they really want because of financial constraints. Projects in the Transportation Improvement Program have to follow precisely the recommendations of the adopted Long Range Plan in the metropolitan area.

# B. PURPOSE

The TIP is a cooperatively developed three-year program outlining transit, highway, and traffic improvements within the metropolitan area. Capital projects funded by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are required to be listed in the TIP. There are five specific requirements of the TIP that these agencies ask for:

- The TIP must include a priority list of projects to be carried out in each three-year period.
- The TIP must contain a financial plan which shows the source of funds for the projects contained in the TIP.
- Projects identified must be consistent with the Long Range Plan for the metropolitan area.
- There must be reasonable opportunity for public comment prior to approval of the TIP.
- The TIP must cover the entire Metropolitan Area, including the designated nonattainment areas.

One of the key requirements of the ISTEA is that the TIP be a financially constrained document with the amounts of funds being programmed equal to the total funds available. This is included to

ensure that the transportation projects committed for funding in the various years of the TIP have funds available to allow them to start construction. In addition, the TIP puts emphasis on the need for the various local and state entities to work together to ensure that a particular has all the necessary preliminary work completed by the program year.

## C. DEFINITION OF AREA

The Hidalgo County Metropolitan Planning Organization is located in the Southern part of the State of Texas next to the international border with Mexico and within the Lower Rio Grande Valley. The MPO is comprised of the cities of McAllen, Pharr, Edinburg, Mission, Weslaco, Mercedes, Donna, San Juan, Alamo, Hidalgo, and Palmview. The Hidalgo County metropolitan area is the sixth largest in the State with an estimated population of 340,00 and one of the fastest growing in the country according to the U.S. Bureau of the Census.

## D. PRESENTATION OF FY 1996 MTIP

As part of the MPO's adopted Public Involvement Procedures, the TIP must be presented at one or more public meetings at least 30 days before it is to be adopted. The public has 30 days to review and comment on it. The Public Involvement Plan for the TIP is below:

| Date | Action |
|---|---|
| May 25, 1995 | Presentation at MPO Policy Committee Meeting |
| June 29, 1995 | Presentation at MPO Policy CommitteeMeeting |
| July 25, 1995 | District Public Meeting |
| July 25-August 24, 1995 | Public comment and public review |
| August 24, 1995 | MPO adopts the TIP |

## E. PROJECT SELECTION PROCESS

Below is the MPO's selection criteria for the Metropolitan Mobility (4C) projects:

| | | |
|---|---|---|
| Criteria A. | Cost Effectiveness (Cost/Veh-Mile) | 20 points |
| Criteria B. | Safety Index (Accidents/Veh-Mile) | 20 points |
| Criteria C. | Existing Pavement Condition | 15 points |
| Criteria D. | Local Participation | 0 points |
| Criteria E. | Environmental | 10 points |
| Criteria F. | Adjacent Land Development/Connectivity | 10 points |
| Criteria G. | Project R.O.W. Status | 15 points |
| Criteria H. | Int. Border Crossing/Intermodal Terminal | 10 points |
| | | 100 points |

## F. PROGRESS FROM PREVIOUS YEAR

Below are the projects that have been let from the previous year:

| PROJECT | LOCATION | DESCRIPTION | COST (millions) |
|---|---|---|---|
| Sugar Road | From Canton Road to Trenton Road in Edinburg | Reconstruct City Street | 1.7 |
| Tower Road | From US 83 to Business 83 in Alamo | Reconstruct to 52' C&G | 0.9 |
| Trenton Rd. | From FM 1926 to SH 336 | Reconstruct to 4-ln Div. Urban | 1.8 |
| Business 83 S. | From San Antonio St. to FM 2557 in San Juan | Widen to 4 Lane Divided Urban Street | 1.6 |
| US 281 | From 1.0 Mi. S. of FM 3072 to 1320' N. of Sp. 241 | Construct 4 Ln. Divided Street | 1.2 |
| US 281 | .28 Mi. S. of S. Fldwy Levee to .54 Mi. N. of FM 3072 | Reconstruct to 4 lane Divided Section | 0.8 |
| FM 495 (Pecan) | From SH 107 (Conway) in Mission to FM 2220 (Ware Rd.) in McAllen | Widen to 4 Ln. Divided Urban Street | 4.8 |

| | | | |
|---|---|---|---|
| FM 495 (Pecan) | From FM 2220 (Ware Rd.) to FM 1926 (23rd St.) in McAllen | Institute Continuous Left Turn Lane | 1.4 |
| Spur 115 | From 0.3 Mi. N. of FM 1016 to 0.3 Mi. S. of FM 1016 | Construct Grade Separation | 2.6 |
| US 83 Jughandles | At Mile 6 West Underpass in Weslaco | Construct Additional Underpass Jughandle | 0.5 |
| FM 2061 (McColl Rd.) | From SH 107 (Conway) to 1.99 Miles South | Reconstruct to 4 Ln. Divided Urban | 3.2 |
| Main St. in Donna | From South Ave. to 1.6 Miles | Reconstruct and Widen | 0.8 |
| FM 492 (Doffing Rd.) | From US 83 North to FM 1924 (Mile 3 North) | Rehab Pavement and Add Shoulders | 0.7 |

# FEDERALLY FUNDED

# HIGHWAY PROJECTS

PHARR DISTRICT- HIDALGO CO. MPO -FEDERALLY FUNDED
*Transportation Improvement Program*
FY1996 Projects by State Category
($$ AMOUNTS SHOWN IN THOUSANDS)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| PHARR<br>HIDALGO<br>PHARR/SAN JUAN<br>0039-17-118 | US 83<br>0.2 MI W OF "I" RD<br>FM 2557<br>RECONST,ADD 2 LN,WIDEN SHLDRS | PHRHC006<br>PRIN ART<br>4/6<br>1.9 | NHS-M<br>3A<br>CONST<br>HIDALGO | $ 7,094.0<br>$ 1,773.6<br>$ 0.0<br>$ 8,868.0 | AUG 96<br><br>DCIS - CAT 12<br>TPP WILL CHANGE<br>WHEN COMMISION APPROVES |
| PHARR<br>HIDALGO<br>PHARR<br>0255-09-067 | US 281<br>MOORE RD, SOUTH<br>0.2 MI N. OF MAIN FLOODWAY<br>RECONSTRUCT TO 4 LN DIVIDED UR | PHRHC050<br>PRIN ART<br>2/4<br>1.0 | NHS-M<br>3A<br>CONST<br>HIDALGO | $ 1,816.1<br>$ 454.1<br>$ 0.0<br>$ 2,270.2 | DEC 95<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>PHARR<br>0865-01-063 | FM 495<br>US 281, IN PHARR, EAST<br>FM 1426<br>CONST 4 LN DIV UR W/FLUSH MED | PHRHC073<br>PRIN ART<br>2<br>2.6 | NHS-M<br>3A<br>CONST<br>HIDALGO | $ 1,563.0<br>$ 390.7<br>$ 0.0<br>$ 1,953.7 | MAY 96<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>PHARR<br>0039-17-910 | US 83<br>SUGAR ROAD, EAST<br>"I" RD AT US 281/US 83 INTERCH<br>INSTALL INTELLIGENT TRANSP SYS | PHRHC288<br>FWY/EXP<br>0<br>1.0 | NHS-TM<br>3D<br>CONST<br>HIDALGO | $ 704.0<br>$ 176.0<br>$ 0.0<br>$ 880.0 | JAN 96 |
| PHARR<br>HIDALGO<br>MISSION<br>0039-17-128 | US 83<br>AT SH 107 (CONWAY ST.)<br>IN MISSION<br>RELOCATE EXISTING RAMPS | PHRHC289<br>FWY/EXP<br>4/4<br>0.1 | NHS-MI<br>3E<br>CONST<br>HIDALGO | $ 472.0<br>$ 118.0<br>$ 0.0<br>$ 590.0 | APR 96 |
| PHARR<br>HIDALGO<br><br>0255-06-046 | US 281<br>0.3 MI NORTH OF SH 186<br>1.8 MI NORTH OF SH 186<br>UPGRADE AND CONSTRUCT CROSSOVE | PHRHC015<br>FWY/EXP<br>4/4<br>1.5 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 236.4<br>$ 26.3<br>$ 0.0<br>$ 262.7 | NOV 95<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>EDINBURG<br>0255-07-097 | US 281<br>0.5 MI N OF FM 1925<br>0.3 MI N OF SH 186<br>UPGRADE AND CONSTR CROSSOVERS | PHRHC015<br>FWY/EXP<br>4/4<br>15.3 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 1,263.8<br>$ 140.4<br>$ 0.0<br>$ 1,404.2 | NOV 95<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>MCALLEN<br>0865-01-074 | FM 495<br>FM 2220<br>FM 1926 IN MCALLEN<br>ADD ACC/DEC LN,INSTALL CONTINU | PHRHC074<br>PRIN ART<br>4/5<br>1.0 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 1,342.1<br>$ 149.6<br>$ 0.0<br>$ 1,491.7 | DEC 95<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>MISSION<br>0921-02-915 | CS - HOLLAND AVENUE<br>396' SOUTH OF US 83B<br>DOT 448 789E<br>FLASHING LIGHT SIGNALS | PHRHC015<br>LOCAL<br>2.2<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 90.0<br>$ 0.0<br>$ 10.0<br>$ 100.0 | MAY 96 |
| PHARR<br>HIDALGO<br>MERCEDES<br>0921-02-917 | CS - VERMONT AVENUE<br>792' NORTH OF US 83B<br>DOT 432 598W<br>FLASHING LIGHT SIGNALS | PHRHC015<br>LOCAL<br>2/2<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 108.0<br>$ 0.0<br>$ 12.0<br>$ 120.0 | MAY 96 |
| PHARR<br>HIDALGO<br>EDINBURG<br>0921-02-920 | CS - DOOLITTLE ROAD<br>0.5 MI N FM 2128, E<br>1.1 MI E OF EDBRG.DOT 758 663D<br>RR FLASHING LIGHT SIGNALS | PHRHC015<br>LOCAL<br>2/2<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 81.0<br>$ 0.0<br>$ 9.0<br>$ 90.0 | MAY 96 |
| PHARR<br>HIDALGO<br>MCALLEN<br>1804-01-040 | SP 115<br>0.3 MI N OF FM 1016<br>0.3 MI N OF FM 1016<br>GR,STRS,SURF & TRAFF SIGNALS | PHRHC149<br>PRIN ART<br>4/4<br>0.7 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 2,322.0<br>$ 258.0<br>$ 0.0<br>$ 2,580.0 | SEP 95<br><br>EXTRA ALLOCATION<br>LET $ = 4,707,046.86<br>APPR $= 2,580,000.00 |

PHARR DISTRICT- HIDALGO CO. MPO -FEDERALLY FUNDED
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| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| PHARR<br>HIDALGO<br>MCALLEN<br>1804-01-047 | SP 115<br>OLD IBWC FLDWY LEVEE ON N SIDE<br>S TO OTHER LEVEE<br>LOWERING PROF GRADE TO IMPROVE | PHRHC015<br>MINOR ART<br>2/2<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 399.2<br>$ 0.0<br>$ 200.0<br>$ 599.2 | NOV 95<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>MCALLEN<br>1804-01-048 | SP 115<br>OLD IBWC FLDWY S LEVEE<br>INTERSECTION WITH ELMIRA<br>FULL ACT. SIGN., ADV WARNING | PHRHC015<br>MINOR ART<br>2/2<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 76.5<br>$ 8.5<br>$ 0.0<br>$ 85.0 | JUN 96 |
| PHARR<br>HIDALGO<br>MCALLEN<br>2094-01-905 | FM 2220 - N. WARE ROAD<br>FM 2220 & MI 5 LINE<br><br>ACT. TRAFF SIGN.,SIGNING,STRIP | PHRHC015<br>COLLECTOR<br>3<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 66.6<br>$ 7.4<br>$ 0.0<br>$ 74.0 | JUN 96 |
| PHARR<br>HIDALGO<br>MCALLEN<br>2094-01-906 | FM 2220 - N WARE ROAD<br>FM 2220 & 4 MI LINE (LARK)<br><br>ACT.,TRAF. SIGN.,SIGNING,STRIP | PHRHC015<br>COLLECTOR<br>2<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 66.6<br>$ 7.4<br>$ 0.0<br>$ 74.0 | JUN 96 |
| PHARR<br>HIDALGO<br>WESLACO<br>1228-03-015 | FM 1015<br>US 83, SOUTH<br>2.0 MI S OF BU 83-S<br>WIDEN & RECONS TO 4 LN DIV RUR | PHRHC085<br>COLLECTOR<br>2<br>2.5 | STP-MM<br>4C<br>CONST<br>HIDALGO | $ 2,560.0<br>$ 640.0<br>$ 0.0<br>$ 3,200.0 | JUN 96 |
| PHARR<br>HIDALGO<br>DONNA<br>8710-21-002 | MH - MAIN STREET<br>LP 374<br>SOUTH AVE IN DONNA<br>RECONSTRUCT CITY STREET | PHRHC273<br>LOCAL<br>2<br>0.5 | STP-MM<br>4C<br>CONST<br>HIDALGO | $ 462.4<br>$ 0.0<br>$ 105.5<br>$ 567.9 | OCT 95<br><br>EXTRA ALLOCATION |
| PHARR<br>HIDALGO<br>ALAMO<br>1586-01-031 | FM 907<br>FLOODWAY BRIDGE, SOUTH<br>US 281 (MILITARY RD)<br>RECONST TO 2 LN RURAL W/SHLDRS | PHRHC275<br>COLLECTOR<br>2<br>4.1 | STP-RE<br>4F<br>CONST<br>HIDALGO | $ 1,507.2<br>$ 376.8<br>$ 0.0<br>$ 1,884.0 | SEP 95<br><br>LET $ = 1,731,294.19<br>APPR $= 2,000,000.00 |
| | | | | | |

PHARR DISTRICT- HIDALGO CO. MPO -FEDERALLY FUNDED
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FY1997 Projects by State Category

($$ AMOUNTS SHOWN IN THOUSANDS)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| PHARR<br>HIDALGO<br>MCALLEN<br>0039-17-119 | US 83<br>0.5 MI W OF SP 487<br>0.2 MI W SUGAR RD<br>RECONST & ADD 2 LNS, CLOSE STR | PHRHC005<br>FWY/EXP<br>4<br>5.2 | STRAT<br>12<br>CONST<br>HIDALGO | $ 22,000.0<br>$ 5,500.0<br>$ 1,700.0<br>$ 29,200.0 | DEC 96<br><br>LOCAL = CITY OF MCALLEN |
| PHARR<br>HIDALGO<br>DONNA/WESLACO<br>0039-04-081 | BU 83-S<br>0.644 KM E OF SP 433 IN DONNA<br>MILE 6 RD IN WESLACO<br>RECON EXIST 3 LN TO 4 LN DIV U | PHRHC025<br>PRIN ART<br>2<br>2.6 | NHS-M<br>3A<br>CONST<br>HIDALGO | $ 2,763.0<br>$ 690.7<br>$ 0.0<br>$ 3,453.7 | MAY 97 |
| PHARR<br>HIDALGO<br>MISSION<br>0219-01-902 | SH 107<br>0.161 KM N OF US 83 EXPWY<br>IN MISSION (CONWAY AVE)<br>FLASHING LIGHT SIGNALS | PHRHC015<br>COLLECTOR<br>5<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 72.0<br>$ 8.0<br>$ 0.0<br>$ 80.0 | MAY 97 |
| PHARR<br>HIDALGO<br>MCALLEN<br>1804-02-905 | FM 1926<br>FM 1926(N 23RD ST) & 5 MI LINE<br>(AUBURN)<br>ACT TRAFF SIGN.,SIGNING,STRIP | COLLECTOR<br>2<br>0.1 | STP-SA<br>4A<br>CONST<br>HIDALGO | $ 66.6<br>$ 7.4<br>$ 0.0<br>$ 74.0 | MAY 97 |
| PHARR<br>HIDALGO<br>HIDALGO<br>0921-02-045 | VA<br>US 281 IN HIDALGO<br>HIDALGO PUMPHOUSE IN HIDALGO<br>RESTOR. OF HIST.PUMPHOUSE FAC. | MISC<br>PRIN ART<br>0.1 | STP-TE<br>4B<br>CONST<br>HIDALGO | $ 720.0<br>$ 0.0<br>$ 180.0<br>$ 900.0 | <br><br>LET DATE UNKNOWN |
| PHARR<br>HIDALGO<br>MISSION<br>0921-02-046 | VA<br>ON BUS 83 FROM TAYLOR RD<br>INSPIRATION RD &TO BENTSEN/RGV<br>CONST BICYCLE TRAIL ALONG US83 | PHRHC170<br>PRIN ART<br>8.7 | STP-TE<br>4B<br>CONST<br>HIDALGO | $ 758.4<br>$ 0.0<br>$ 189.6<br>$ 948.0 | <br><br>LET DATE UNKNOWN |
| PHARR<br>HIDALGO<br>EDINBURG<br>0921-02-047 | VA<br>MCCOLL RD TO EXPWY 281 & FROM<br>SCHUNIOR ST TO CANTON RD<br>CONST INNER CITY PED,BICYCLE P | MISC<br>PRIN ART<br>0.1 | STP-TE<br>4B<br>CONST<br>HIDALGO | $ 266.4<br>$ 0.0<br>$ 66.6<br>$ 333.0 | <br><br>LET DATE UNKNOWN |
| PHARR<br>HIDALGO<br>MISSION<br>0865-01-075 | FM 495<br>SH 107 @ FM 495,W TO LAHOMA DR<br>& S TO US 83 EXPWY<br>EXTEND FARM TO MARKET ROAD | PHRHC75,77<br>COLLECTOR<br>2<br>2.7 | STP-MM<br>4C<br>CONST<br>HIDALGO | $ 560.0<br>$ 140.0<br>$ 0.0<br>$ 700.0 | JUN 97 |
| PHARR<br>HIDALGO<br>SAN JUAN<br>1429-02-020 | FM 1426<br>0.2 MI N FM 3461(EARLING RD)<br>US 83<br>CONSTR 4 LN HWY W/PAVED SHLDRS | PHRHC095<br>MINOR ART<br>2<br>2.2 | STP-MM<br>4C<br>CONST<br>HIDALGO | $ 2,264.8<br>$ 566.2<br>$ 0.0<br>$ 2,831.0 | JAN 97 |
| PHARR<br>HIDALGO<br>MISSION<br>0669-03-010 | FM 2221<br>FM 492 WEST<br>CITRUS CITY<br>REHAB & WIDEN EXIST RDWY | PHRHC276<br>COLLECTOR<br>2<br>1.4 | STP-4E<br>4F<br>CONST<br>HIDALGO | $ 160.8<br>$ 40.2<br>$ 0.0<br>$ 201.0 | SEP 96 |
| PHARR<br>HIDALGO<br>MISSION<br>0862-01-025 | FM 2221<br>FM 492 EAST<br>FM 681<br>REHAB & WIDEN EXIST RDWY | PHRHC126<br>COLLECTOR<br>2<br>2.1 | STP-RE<br>4F<br>CONST<br>HIDALGO | $ 401.1<br>$ 100.3<br>$ 0.0<br>$ 501.4 | SEP 96 |
| PHARR<br>HIDALGO<br>MISSION<br>2966-01-005 | FM 2894<br>FM 1924, NORTH<br>FM 2221<br>REHAB AND WIDEN EXIST. RDWY | PHRHC277<br>COLLECTOR<br>2/2<br>4.0 | STP-SA<br>4F<br>CONST<br>HIDALGO | $ 837.6<br>$ 209.4<br>$ 0.0<br>$ 1,047.0 | OCT 96<br><br>PHRHC278 |

PHARR DISTRICT- HIDALGO CO. MPO -FEDERALLY FUNDED
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|---|---|---|---|---|---|
| PHARR<br>HIDALGO<br>EDINBURG<br>0255-08-900 | US 281<br>SH 107 S<br>BUS 281<br>RECONSTRUCTION OF MAIN LANES | MISC<br>FWY/EXP<br>4/4<br>0.0 | NHS-R<br>3C<br>CONST<br>HIDALGO | $ 1,612.0<br>$ 403.0<br>$ 0.0<br>$ 2,015.0 | JAN 98 |
| PHARR<br>HIDALGO<br>MCALLEN<br>3468-01-005 | FM 3362<br>FM 495<br>3.0 MI N<br>CONSTRUCT 4 LN DIVIDED URBAN | PHRHC133<br>COLLECTOR<br><br>4.8 | STP-MM<br>4C<br>CONST<br>HIDALGO | $ 2,316.0<br>$ 579.0<br>$ 740.3<br>$ 3,635.3 | JAN 98 |
| PHARR<br>HIDALGO<br>EDINBURG<br>3468-01-008 | FM 3420<br>ON JACKSON RD,FR:1.8 MI S OF<br>SH 107 TO 1.6 MI SOUTH<br>CONST NEW FARM TO MARKET ROAD | PHRHC135<br>COLLECTOR<br>0/4<br>1.6 | STP-MM<br>4C<br>CONST<br>HIDALGO | $ 1,519.8<br>$ 379.9<br>$ 590.0<br>$ 2,489.7 | JAN 98 |
| PHARR<br>HIDALGO<br>WESLACO<br>1228-04-916 | FM 1015<br>2 MILES SOUTH OF US 83<br>FLOODWAY<br>WIDEN TO 4 LN DIVIDED URBAN | MISC<br>COLLECTOR<br>2/4<br>2.8 | STP-RM<br>4E<br>CONST<br>HIDALGO | $ 856.0<br>$ 214.0<br>$ 0.0<br>$ 1,070.0 | JAN 98<br><br>NEED TO SPLIT CSJ(1228-03,698-03) |
| PHARR<br>HIDALGO<br>ALAMO/DONNA<br>1427-01-014 | FM 1423<br>0.2 MI N OF FM 495, S<br>BU 83 S<br>REHAB PVMT & ADD SHLDRS | PHRHC094<br>COLLECTOR<br>2<br>3.0 | STP-RE<br>4F<br>CONST<br>HIDALGO | $ 560.0<br>$ 140.0<br>$ 0.0<br>$ 700.0 | JAN 98 |
| PHARR<br>HIDALGO<br>EDINBURG<br>0921-02-935 | CR 183<br>AT IRRIGATION CANAL<br><br>REPLACE BRIDGE AND APPROACHES | PHRHC179<br>MINOR COLLECTOR<br>1/2<br>0.1 | BR-OFF<br>6B<br>CONST<br>HIDALGO | $ 92.0<br>$ 0.0<br>$ 23.0<br>$ 115.0 | NOV 97 |
| PHARR<br>HIDALGO<br>MCALLEN<br>0921-02-938 | CS - IDELA DRIVE<br>AT DRAINAGE DITCH<br><br>REPLACE BRIDGE AND APPROACHES | PHRHC197<br>MINOR COLLECTOR<br>1/2<br>0.1 | BR-OFF<br>6B<br>CONST<br>HIDALGO | $ 88.0<br>$ 0.0<br>$ 22.0<br>$ 110.0 | NOV 97 |
| | | | | | |

# STATE FUNDED

# HIGHWAY PROJECTS

10/02/95

PHARR DISTRICT- HIDALGO CO. MPO -STATE FUNDED
Transportation Improvement Program
FY1996 Projects by State Category
($$ AMOUNTS SHOWN IN THOUSANDS)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| PHARR<br>HIDALGO<br>WESLACO<br>0039-18-082 | US 83<br>AT AIRPORT ROAD INTERSECTION<br>IN WESLACO<br>IMPROVE INTERSECTION APPROACH | PHRHC016<br>FWY/EXP<br>4<br>0.2 | DISCR<br>11<br>CONST<br>HIDALGO | $ 0.0<br>$ 613.8<br>$ 0.0<br>$ 613.8 | JAN 96 |
| PHARR<br>HIDALGO<br>MCALLEN<br>0621-01-082 | SH 336<br>2ND ST<br>SP 241<br>WIDEN TO 4 LN DIV RURAL W/FLUS | PHRHC147<br>MINOR ART<br>2<br>2.2 | NAFTA<br>13C<br>CONST<br>HIDALGO | $ 0.0<br>$ 1,739.3<br>$ 0.0<br>$ 1,739.3 | NOV 95<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>MCALLEN<br>0621-01-083 | SH 336<br>FM 1016<br>NORTH END OF FLOODWAY BRIDGE<br>WIDEN TO 4 LN DIVIDED RURAL | PHRHC146<br>PRIN ART<br>2/4<br>0.5 | NAFTA<br>13C<br>CONST<br>HIDALGO | $ 0.0<br>$ 505.9<br>$ 0.0<br>$ 505.9 | NOV 95<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>MCALLEN<br>0621-01-084 | SH 336<br>2ND STREET, SOUTH<br>FM 1016<br>WIDEN TO 4 LN UNDIVIDED RURAL | PHRHC144<br>PRIN ART<br>2/4<br>1.4 | NAFTA<br>13C<br>CONST<br>HIDALGO | $ 0.0<br>$ 1,058.9<br>$ 0.0<br>$ 1,058.9 | NOV 95<br><br>ACTIVE ESTIMATE |
| PHARR<br>HIDALGO<br>MCALLEN<br>1804-01-049 | SP 115<br>AT OLD SOUTH FLOODWAY LEVEE<br>IN MCALLEN<br>CONST DRNAGE STR& UPGRDE DITCH | MISC<br>PRIN ART<br>4/4<br>0.1 | MISC<br>16<br>CONST<br>HIDALGO | $ 0.0<br>$ 0.0<br>$ 13.1<br>$ 86.8 | OCT 95 |
| PHARR<br>HIDALGO<br>MADERO<br>0219-01-907 | FM 1016<br>1.5 MI. S OF MISSION<br>IN MADERO, DOT 448 764J<br>REPLANK GRADE CROSSING | COLLECTOR<br>2<br>0.1 | MISC<br>16D<br>CONST<br>HIDALGO | $ 0.0<br>$ 64.8<br>$ 0.0<br>$ 64.8 | |
| PHARR<br>HIDALGO<br>MERCEDES<br>0861-01-905 | FM 491<br>200'NORTH OF US 83, WEST<br>OF MERCEDES(RV RR)DOT 432 587J<br>REPLANK GRADE CROSSING | 2<br>0.1 | MISC<br>16D<br>CONST<br>HIDALGO | $ 0.0<br>$ 25.2<br>$ 0.0<br>$ 25.2 | |
| PHARR<br>HIDALGO<br>PEREZVILLE<br>0862-02-909 | FM 1427<br>150' S OF US 83, IN PEREZVILLE<br>(BR RR) DOT U 448 806T<br>REPLANK GRADE CROSSING | 2<br>0.1 | MISC<br>16D<br>CONST<br>HIDALGO | $ 0.0<br>$ 14.4<br>$ 0.0<br>$ 14.4 | |
| PHARR<br>HIDALGO<br>WESLACO<br>1228-03-900 | FM 1015<br>200' N OF BUS 83, E OF WESLACO<br>(RV RR) DOT 432 602J<br>REPLANK GRADE CROSSING | 2<br>0.1 | MISC<br>16D<br>CONST<br>HIDALGO | $ 0.0<br>$ 25.2<br>$ 0.0<br>$ 25.2 | |
| PHARR<br>HIDALGO<br>DONNA<br>3100-01-905 | SP 433<br>200' N OF BUS 83, IN DONNA<br>(RV RR) DOT 435 665Y<br>REPLANK GRADE CROSSING | 4<br>0.1 | MISC<br>16D<br>CONST<br>HIDALGO | $ 0.0<br>$ 64.8<br>$ 0.0<br>$ 64.8 | |
| PHARR<br>HIDALGO<br>MISSION<br>0921-02-040 | CS<br>AT BENTSEN-RGV STATE PARK<br>IN MISSION<br>BOAT RAMP EXTENSION | PHRHC279<br>LOCAL<br>2<br>1.0 | PARK<br>9<br>CONST<br>HIDALGO | $ 0.0<br>$ 50.0<br>$ 0.0<br>$ 50.0 | |
| | | | | | |

PHARR DISTRICT- HIDALGO CO. MPO -STATE FUNDED
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|---|---|---|---|---|---|
| PHARR<br>HIDALGO<br>WESLACO<br>0039-18-950 | US 83<br>AT FM 1015 (EXIT RAMPS)<br><br>EXIT RAMPS RELOCATION | PHRHC010<br>FWY/EXP<br>4<br>0.8 | DISCR<br>11<br>CONST<br>HIDALGO | $ 0.0<br>$ 479.0<br>$ 0.0<br>$ 479.0 | MAY 97 |
| PHARR<br>HIDALGO<br>MCALLEN<br>2094-01-029 | FM 2220<br>US 83, S<br>FM 1016<br>CONSTR 2 LN RURAL HWY W/SHLDRS | <br>COLLECTOR<br>2<br>2.8 | NAFTA<br>13C<br>CONST<br>HIDALGO | $ 0.0<br>$ 2,083.0<br>$ 0.0<br>$ 2,083.0 | JAN 98 |
| PHARR<br>HIDALGO<br>WESLACO<br>0698-03-950 | FM 88<br>ON TEXAS AVENUE FROM BUS. 83<br>16TH ST<br>RECONSTRUCT EXISTING ROADWAY | MISC<br>LOCAL<br>5<br>0.1 | USPHID<br>13D<br>CONST<br>HIDALGO | $ 0.0<br>$ 287.5<br>$ 371.4<br>$ 658.9 | <br><br>LET DATE UNKNOWN |
| PHARR<br>HIDALGO<br>MCALLEN<br>0921-02-925 | CS - BICENTENNIAL AVENUE<br>BUS 83 ON BICENTENNIAL<br>JACKSON AVENUE<br>RECONSTRUCT EXISTING ROADWAY | MISC<br>LOCAL<br>4<br>0.7 | USPHID<br>13D<br>CONST<br>HIDALGO | $ 0.0<br>$ 418.0<br>$ 432.0<br>$ 850.0 | DEC 95 |
| PHARR<br>HIDALGO<br>MISSION<br>0865-01-065 | FM 495<br>SH 107 AT FM 495, W TO LA HOMA<br>DR & S TO US 83 EXPRESSWAY<br>EXTEND FARM TO MARKET ROAD | PHRHC075<br>COLLECTOR<br>2<br>2.7 | FM-NEW<br>8B<br>CONST<br>HIDALGO | $ 0.0<br>$ 2,330.0<br>$ 0.0<br>$ 2,330.0 | JAN 97<br><br>PHRHC077 |
| | | | | | |

10/02/95

PHARR DISTRICT- HIDALGO CO. MPO -STATE FUNDED
Transportation Improvement Program
FY1998 Projects by State Category

($$ AMOUNTS SHOWN IN THOUSANDS)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| PHARR<br>HIDALGO<br>MCALLEN<br>0621-01-085 | SH 336<br>AT MAIN FLOODWAY BRIDGE<br>SOUTH OF MCALLEN<br>WIDEN EXIST. BRIDGE TO 4 LN | PHRHC145<br>PRIN ART<br>2/4<br>0.5 | NAFTA<br>13C<br>CONST<br>HIDALGO | $ 0.0<br>$ 3,333.0<br>$ 0.0<br>$ 3,333.0 | JAN 98 |
| PHARR<br>HIDALGO<br>MISSION<br>0921-02-926 | CR - STEWART ROAD<br>BUS 83<br>FM 495<br>RECONSTRUCT LOCAL ROAD | MISC<br>LOCAL<br>4/4<br>1.1 | USPHID<br>13D<br>CONST<br>HIDALGO | $ 0.0<br>$ 282.0<br>$ 766.6<br>$ 1,048.6 | JAN 98 |
| PHARR<br>HIDALGO<br>EDINBURG<br>0921-02-928 | CS - 4TH/5TH STREET<br>SH 107<br>SCHUNIOR AVENUE<br>RECONSTRUCT CITY STREET | MISC<br>LOCAL<br><br>0.0 | USPHID<br>13D<br>CONST<br>HIDALGO | $ 0.0<br>$ 216.4<br>$ 412.2<br>$ 628.6 | JAN 98 |
| | | | | | |

# FEDERALLY FUNDED

# TRANSIT PROJECTS

10/18/95

HIDALGO COUNTY MPO FEDERALLY FUNDED PROJECTS
Transportation Improvement Program
FY1996 Projects by State Category

| District / County / City / CSJ | Name or Designation / Location (from) / Location (to) / Description of Work | Proj. ID / F. Class / Lanes / Length | Fed Prog / St. Cat. / Phase / MPO | Federal / State / Local / Total | Anticipated Letting Date / Revision Comments |
|---|---|---|---|---|---|
| PHARR | METHODIST 16 | METHODIST 16 | 16 | $ 27.7 | JUN 97 |
| HIDALGO | HIDALGO COUNTY | * | | $ 0.0 | |
| | | | | $ 6.9 | |
| | SEC 16 TRANSIT | 0.0 | HIDALGO | $ 34.6 | |
| PHARR | SOUTHWEST KEY 16 | SOUTHWEST 16 | 16 | $ 17.6 | JUN 97 |
| HIDALGO | HIDALGO COUNTY | * | | $ 0.0 | |
| | | | | $ 5.8 | |
| | SECTION 16 TRANSIT | 0.0 | HIDALGO | $ 23.4 | |
| PHARR | MCALLEN | SECTION 9 | 09 | $ 35.0 | NOV 95 |
| HIDALGO | MCALLEN CITY LIMITS | | | $ 0.0 | |
| MCALLEN | CHRISTMAS SEASON | | | $ 35.0 | |
| | SEASONAL TROLLEYS/SHUTTLE | 0.0 | HIDALGO | $ 70.0 | |

PHARR DISTRICT - HIDALGO CO. MPO - TRANSIT PROJS.
Transportation Improvement Program
FY1997 Projects by State Category

($$ AMOUNTS SHOWN IN THOUSANDS)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| PHARR | TMA ALLOCATION | TMA ALLOCATION | 16 | $ 34.8 | |
| HIDALGO | HIDALGO COUNTY | | | $ 0.0 | |
| | | | | $ 8.7 | |
| | SECTION 16 TRANSIT | 0.0 | HIDALGO | $ 43.5 | |
| | | | | | |

10/02/95

PHARR DISTRICT - HIDALGO CO. MPO - TRANSIT PROJS.
Transportation Improvement Program
FY1998 Projects by State Category

($$ AMOUNTS SHOWN IN THOUSANDS)

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| PHARR<br>HIDALGO | TMA ALLOCATION<br>HIDALGO CO<br><br>SECTION 16 TRANSIT | TMA ALLOCATION<br><br><br>0.0 | 16<br><br><br>HIDALGO | $ 34.8<br>$ 0.0<br>$ 8.7<br>$ 43.5 | |
| | | | | | |

# FINANCIAL

# PLAN

**HIDALGO COUNTY MPO TOTAL**
**FY 1996 - 1998 TIP FINANCIAL SUMMARY**
**($$ Amounts Shown in Thousands)**

**PHARR DISTRICT** HIDALGO COUNTY MPO TOTAL

| NDING JRCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1-Interstate Construction | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 2-Interstate Maintenance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 3-National Highway System | | | | | | | | |
| | 3A-Mobility | 13,091.9 | 13,091.9 | 3,453.7 | 3,453.7 | 0.0 | 0.0 | 16,545.6 | 16,545.6 |
| | 3B-Texas Trunk System | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 3C-Rehabilitation | 0.0 | 0.0 | 0.0 | 0.0 | 2,015.0 | 2,015.0 | 2,015.0 | 2,015.0 |
| | 3D-Traffic Management Systems | 880.0 | 880.0 | 0.0 | 0.0 | 0.0 | 0.0 | 880.0 | 880.0 |
| | 3E-Miscellaneous | 590.0 | 590.0 | 0.0 | 0.0 | 0.0 | 0.0 | 590.0 | 590.0 |
| | 4-Surface Transportation Program | | | | | | | | |
| | 4A-Safety | 8,867.7 | 8,867.7 | 154.0 | 154.0 | 0.0 | 0.0 | 9,021.7 | 9,021.7 |
| | 4B-Enhancement | 0.0 | 0.0 | 1,744.8 | 1,744.8 | 0.0 | 0.0 | 1,744.8 | 1,744.8 |
| | 4C-Metropolitan Mobility | 3,930.2 | 3,719.2 | 3,531.0 | 3,531.0 | 6,125.0 | 4,794.7 | 13,586.2 | 12,044.9 |
| | 4D-Urban Mobility | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 4E-Rural Mobility | 0.0 | 0.0 | 0.0 | 0.0 | 1,070.0 | 1,070.0 | 1,070.0 | 1,070.0 |
| | 4F-STP Rehabilitation | 1,731.3 | 1,731.3 | 1,749.4 | 1,749.4 | 700.0 | 700.0 | 4,180.7 | 4,180.7 |
| | 4G-RR Grade Separation | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 5-Congestion Mitigation & Air Quality | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 6-Bridge | | | | | | | | |
| | 6A-Bridges on System | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 6B-Bridges off System | 0.0 | 0.0 | 0.0 | 0.0 | 225.0 | 225.0 | 225.0 | 225.0 |
| | 12-Commission Strategic Priority | 0.0 | 0.0 | 27,500.0 | 27,500.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 12A-Federal & State Funding | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 15-Demonstration Projects | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 16 (Federal Projects) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Federal Land Highway Program | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Federal - FTA | Section 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Section 9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Section 16 | 45.3 | 45.3 | 34.8 | 34.8 | 34.8 | 34.8 | 114.9 | 114.9 |
| | Section 18 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| JTALS - Highways | Federal FHWA | 29,091.1 | 28,880.1 | 38,132.9 | 38,132.9 | 10,135.0 | 8,804.7 | 77,359.0 | 75,817.7 |
| | 100% State Funded Projects | | | | | | | 0.0 | 0.0 |
| | 7-Preventive Maintenance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 8A-FM Rehabilitation | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 8B-FM System Expansion | 0.0 | 0.0 | 2,330.0 | 2,330.0 | 0.0 | 0.0 | 2,330.0 | 2,330.0 |
| | 9-Park Roads | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 |
| | 10A-Traffic Control Devices | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 10B-Rehabilitation of TMS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 11-District Discretionary | 613.8 | 613.8 | 479.0 | 479.0 | 0.0 | 0.0 | 1,092.8 | 1,092.8 |
| | 13A-State Funded Mobility | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 13B-Hurricane Evacuation | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 13C-NAFTA | 3,304.1 | 3,304.1 | 2,083.0 | 2,083.0 | 3,333.0 | 3,333.0 | 8,720.1 | 8,720.1 |
| | 13D-Brownsville Urban Street | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| | 13D-Harlingen/San Benito Urban St | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 13D-Hidalgo County Urban St. | 417.0 | 0.0 | 463.0 | 705.5 | 463.0 | 498.4 | 1,343.0 | 1,203.9 |
| | 14-State Rehabilitation Program | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 16-Miscellaneous | 281.2 | 281.2 | 0.0 | 0.0 | 0.0 | 0.0 | 281.2 | 281.2 |
| | 100% State Funded Projects | 4,666.1 | 4,249.1 | 5,355.0 | 5,597.5 | 3,796.0 | 3,831.4 | 13,817.1 | 13,678.0 |
| | Total Hidalgo County MPO | 33,757.2 | 33,129.2 | 43,487.9 | 43,730.4 | 13,931.0 | 12,636.1 | 91,176.1 | 89,495.7 |
| TOTALS - Transit | Federal FTA Program | 45.3 | 45.3 | 34.8 | 34.8 | 34.8 | 34.8 | 114.9 | 114.9 |
| | State Match for Transit Projects | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Local Match for Transit Projects | 12.7 | 12.7 | 8.7 | 8.7 | 8.7 | 8.7 | 30.1 | 0.0 |
| Additional | Additional Highway Match | | | | | | | | |
| | City of McAllen | 0.0 | 140.1 | 0.0 | 2,132.0 | 0.0 | 370.2 | 0.0 | 2,642.3 |
| | City of Edinburg | 0.0 | 0.0 | 0.0 | 66.6 | 0.0 | 1,002.2 | 0.0 | 1,068.8 |
| | City of Weslaco | 0.0 | 0.0 | 0.0 | 371.4 | 0.0 | 0.0 | 0.0 | 371.4 |
| | City of Mission | 0.0 | 0.0 | 0.0 | 189.6 | 0.0 | 766.6 | 0.0 | 956.2 |
| | City of Donna | 0.0 | 48.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.7 |
| | City of Pharr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 370.1 | 0.0 | 370.1 |
| | City of Hidalgo | 0.0 | 0.0 | 0.0 | 180.0 | 0.0 | 0.0 | 0.0 | 180.0 |
| | Addtional Transit Match | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

## GLOSSARY

### PROJECT LISTINGS

**CSJ** Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program(PDP).

**PROJ ID** Project Identification - Code assigned by the MPO for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.

**F.CLASS** Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are:

Interstate
Other Urban Freeways and Expressways
Other Principal Arterials
Minor Arterials
Urban Collectors and Rural Major Collectors
Rural Minor Collectors
Urban and Rural Local Streets and Roads

**FED PROG** Federal Funding Category - Major categories of Federal funding as established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Categories are:

IC - Interstate Construction
IM - Interstate Maintenance
NHS - National Highway System
STP - Surface Transportation Program
CMAQ - Congestion & Mitigation Air Quality Funds
Bridge - On/Off System Bridge Rehabilitation
DSB - Donor State Bonus Funds
MA - Minimum Allication Funds
FLHP - Federal Land Highway Program
FTA - Federal Transit Administration Funding

**PHASE** Project Phase for Federal Funding (E-Preliminary Engineering, R-Right of Way Acqusition, & C-Construction)

# ANNUAL

# SELF-CERTIFICATION

## MPO SELF-CERTIFICATION

We, Mr. Amadeo Saenz, Jr., a duly authorized representative of the TEXAS DEPARTMENT OF TRANSPORTATION, and Honorable Ricardo Perez , a duly authorized representative of the HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION, hereby certify and attest that the transportation planning conducted within the Metropolitan Study Area by its agents and/or representatives, and funded under the latest approved Unified Work Program(UWP), is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

(1) Section 134 of Title 23, U.S.C., Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and this part(450);

(2) Sections 174 and 176(c) and (d) of the Clean Air Act(42 U.S.C. 7504, 7506(c) and (d));

(3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991(Pub. L. 102-240) regarding the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects(sec. 105(f) Pub. L. 97-424, 96 Stat. 2100; 49 CFR Part 23); and

(5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38).

Witness these signatures this 24 day of August 1995.

TEXAS DEPARTMENT
OF TRANSPORTATION

*PHARR DISTRICT*

for District Engineer

HIDALGO COUNTY METROPOLITAN
PLANNING ORGANIZATION
POLICY COMMITTEE CHAIRPERSON

Chairperson

## PUBLIC INVOLVEMENT PROCESS (PIP) CERTIFICATION

The **HIDALGO COUNTY** Metropolitan Planning Organization certifies that the Public Involvement Process adopted by the Policy Committee was followed as part of the adoption of the **FY !996 to FY 1998 Metropolitan Transportation Improvement Program (MTIP).**

Edward L. Molitor — August 24, 1995

**EDWARD L. MOLITOR A.I.C.P.** — Date
Hidalgo County MPO
Transportation Planning Director

Ricardo A. Perez — 8-24-95

**RICARDO A. PEREZ** — Date
Hidalgo County MPO
Policy Committee Chairman

Amadeo Saenz — 8/24/95

**AMADEO SAENZ, Jr. P.E.** — Date
District Engineer
TXDOT Pharr District

**PROJECT SELECTION PROCEDURES**
**FY 1996-FY 1998**
**FOR THE HIDALGO COUNTY METROPOLITAN PLANNING ORGANIZATION**

The Policy Committe acting as the policy group for the above named Metropolitan Planning Organization hereby approves the following procedures pertaining to project selection for FY 1996-FY 1998 (October 1, 1995 - September 30, 1998):

> TxDOT PHARR District will have the authority to select projects for implementation from the currently approved three-year Transportation Improvement Plan with the understanding that the priority 1 projects in the approved Transportation Improvement Program shall be utilizing or programming projects within the urban and metropolitan area boundary for the current fiscal year and that projects from the second year shall be considered the second priority, and projects from the third year will be considered third priority, respectively. Exercise of this authority will be to advance implementable projects in place of projects when inadvertent circumstances render not implementable and to advance projects in the event that additional funding becomes available.

This procedure was developed cooperatively between the Texas Department of Transportation and the MPO and supersedes any previously adopted project selection procedures and signed this the 24 day of August, 1995.

Chairman of the Policy Committee

08.24.95
Date of Signature

for Homero L. Gutierrez, P.E.
TxDOT District Engineer, PHARR

8/24/95
Date of Signature

# 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM

for the Houston-Galveston
Transportation Management Area

**PUBLIC MEETING DATES**
**OF**
**THE 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**

September 13, 1995
October 11, 1995

**Review By**
**Transportation Policy Council**
August 25, 1995

**Endorsed Pending**
**Comments on Conformity**
September 29, 1995

**Proposed Adoption** November 17, 1995

**Review By**
**Technical Advisory Committee**
September 15, 1995
October 27, 1995

# 1995
# Transportation Policy Council

Jimmie Schindewolf, P.E.Chief of Staff
Director, Public Works & Engineering,
Representing: City of Houston

The Honorable Cathy Smith
Council Member, City of Conroe
Representing: H-GAC

The Honorable William M. Tallas
Council Member, City of Sugar Land
Representing: H-GAC

The Honorable Danny Allen
Council Member
Representing: City of Galveston

Terry A. Anderson
County Engineer
Representing: Harris County

Don Blanton
County Engineer
Representing: Montgomery County

Milton M. Dietert, P.E.
District Engineer,
Texas Dept. of Transportation, Houston District
Representing: TxDOT

The Honorable Charles T. Doyle
Mayor
Representing: City of Texas City

The Honorable Robert A. Eckels
County Judge
Representing: Harris County

Dennis Frenzel
Road Superintendent/Administrator
Representing: Waller County

The Honorable E, Frank Hinds, Jr.
Council Member, City of Baytown
Representing: City of Baytown

Steve Howard
Director, Program Operations
Representing: H-GAC

The Honorable Helen Huey
Council Member
Representing: City of Houston

The Honorable Johnny Isbell
Mayor
Representing: City of Pasadena

The Honorable Wayne Johnson, III
County Commissioner, Precinct 3
Representing: Galveston County

Beverly W. Lands
Assistant County Engineer
Representing: Brazoria County

Robert G. MacLennan
General Manager
Representing: METRO

Louis Meyer
Vice President of Campbell Ready Mix
Representing: Liberty County

The Honorable Oscar Nelson
County Judge
Representing: Chambers County

The Honorable Michael D. Rozell
County Judge
Representing: Fort Bend County

Richard Scott, P.E., Deputy Director
Engineering, Construction & Real Estate
Public Works & Engineering
Representing: City of Houston

# Technical Advisory Committee

Donald Andrews
Manager
Planning Division, Aviation Dept.
City of Houston

Don Blanton
County Engineer
Montgomery County

Don Brandon
County Engineer
Chambers County

Ron Drachenberg
County Engineer
Fort Bend County

G. Michael Fitzgerald
County Engineer
Galveston County

Charlie Frederiksen
Deputy Assistant Director
Public Works & Engineering
City of Houston

Dennis Frenzel, Administrator
County Engineer
Waller County

The Honorable Frank E. Hinds, Jr.
Council Member, District H
City of Baytown

Bill Hensch
Director of Traffic
City of Pasadena

Harold L. Holmes, Director
Urban Planning & Transportation
City of Galveston

Roger Hord, Vice President
Chamber of Commerce/
Greater Houston Partnership
Private Business

H. Thomas Kornegay
Executive Director
Port of Houston Authority

Beverly W. Lands
Assistant County Engineer
Brazoria County

Carol Lewis
Professor/Texas Southern University
Educational Institutions

Herbert Lum, P.E., Chief Engineer
Street, Bridge and Right-of-Way
Public Works & Engineering
City of Houston

John McBeth
Administrator
Brazos Transit System

James McWhorter
Transportation & Planning
City of Texas City

Wayne E. Neumann
Director of Planning/Smaller Cities
City of Missouri City

Teresa Hardin Nguyen
Mobile Source Policy and Regulations Div.
Texas Natural Resource Conservation Comm.

# Technical Advisory Committee

Raul Pena
Vice President/Bicycle Interests
Houston Area Bicyclist Alliance

John M. Sedlak
Assistant General Manager
Metropolitan Transit Authority

Leanna Sheppard
Urban Planner
Transportation Related Interests

Pat Smiley
Manager
Harris County

John Stokes, Director
Transportation Planning & Development
Texas Department of Transportation

Mike Strech,
Assistant Director
Harris County Toll Road Authority

Jeff Taebel
Comm. & Env. Planning Mgr
Houston-Galveston Area Council

Mary Van Kerrebrook
Air Quality

Ernie Ziechang
President, Liberty Vindicator Paper
Liberty County

**What is H-GAC?**

The Houston-Galveston Area Council is a voluntary association of local governments and local elected officials - within a 13-county area - organized in 1966 by local elected officials after authorization by State enabling legislation.

H-GAC is an area of 12,500 square miles with almost 3.9 million people. The Council has 151 local government members - 13 counties, 110 cities, 18 school districts, and 10 soil and water conservation districts - including all major general-purpose local governments in the 13-county region.

H-GAC is governed by a Board of Directors composed of 32 local elected officials - 14 representing county governments, 16 representing cities, 1 representing school districts, and 1 representing conservation districts. Board members are designated annually by the local governments they represent. All are members of governing bodies of the jurisdictions they represent. The Board of Directors is supported by policy development, technical advisory, and standing committees, as well as a professional staff of approximately 90.

**H-GAC's Transportation Department**

Since 1974, H-GAC has served as the Metropolitan Planning Organization (MPO) for transportation planning in the Urbanized area of the Houston-Galveston Transportation Management Area. H-GAC's Transportation Department is responsible for the regional planning process for all modes of transportation in the eight county Transportation Management Area (TMA). The department provides technical support and staff assistance to the Transportation Policy Council and its Technical Advisory Committee, which composes the MPO policy-making structure. In addition, the department provides technical assistance to the local governments in planning, coordinating, and implementing transportation decisions.

H-GAC's offices are located in Houston at 3555 Timmons Lane, Suite 500.




**Houston-Galveston Area Council**
**P.O. Box 22777**
**Houston, Texas 77227-2777**
**(713) 627-3200**

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## TRANSPORTATION and AIR QUALITY PLANNING

## ACRONYMS

| | |
|---|---|
| 3-C | Continuing, Comprehensive, & Coordinated - 3-C planning process Federal Requirement |
| AASHTO | American Association of State Highway and Transportation Officials |
| ADA | Americans with Disabilities Act |
| ADT | Average Daily Traffic |
| APO | Average Passenger Occupancy |
| AQC | Air Quality Compliance |
| AQCRs | Air Quality Control Regions |
| AQMA | Air Quality Maintenance Area - Areas noted by the EPA that have a potential for, or that presently exceed, the National Ambient Air Quality Standards |
| ATOM 2 | A modified version of the Atomistic Model—Disaggregate Trip Distribution Model of the TTDP |
| AVL | Authorized Vehicle Lane |
| AVO | Average Vehicle Occupancy |
| BMS | Bridge Management System |
| BRINSAP | Bridge Inventory, Inspection, and Appraisal Program |
| CAA | Clean Air Act |
| CAAAs | Clean Air Act Amendments of 1991 |
| CAGR | Compound Annual Growth Rate |
| CBD | Central Business District |
| CDP | Census Designated Places |
| CEI | Cost Effectiveness Index |
| CFR | Code of Federal Regulations |
| CMAQ | Congestion Mitigation Air Quality Improvement Program |
| CMS | Congestion Management System |
| CMSA | Consolidated Metropolitan Statistical Area - The Houston-Galveston-Brazoria CMSA consists of the Houston PMSA (Fort Bend, Harris, Liberty, Montgomery, and Waller Counties), the Galveston-Texas City PMSA (Galveston County), and the Brazoria PMSA (Brazoria County) |

| | |
|---|---|
| CNG | **Compressed Natural Gas** |
| CIP | **Capital Improvement Program** |
| CO | **Carbon Monoxide** |
| COG | **Council of Government** |
| CRP | **Consolidated Road Program** |
| CT | **Census Tract** |
| CTR | **Center for Transportation Research, University of Texas at Austin** |
| DEIS | **Draft Environmental Impact Statement** |
| DEMO | **Demonstration grant - funding of an experimental program** |
| DIME | **Dual Independent Map Encoding - A technique of creating a geographic base file (replaced by TIGER files)** |
| DOT | **Department of Transportation** |
| EA | **Environmental Assessment** |
| EIS | **Environmental Impact Statement** |
| EPA | **Environmental Protection Agency** |
| ETR | **Employer Trip Reduction** |
| FAPG | **Federal Aid Policy Guide (Replaces FHPM)** |
| FCFF | **Federal Clean Fuel Fleet** |
| FAHPM | **Federal Aid Highway Program Manual (replaced by FAPG)** |
| FHWA | **Federal Highway Administration** |
| FMA | **Federal Maritime Administration** |
| FMVCP | **Federal Motor Vehicle Control Program** |
| FONSI | **Finding of No Significant Impact** |
| FRA | **Federal Railroad Administration** |
| FTA | **Federal Transit Administration (formerly UMTA)** |
| GCSPR | **Gulf Coast State Planning Region** |
| GIS | **Geographic Information Systems** |
| GSU | **Geographic Statistical Unit** |

| | |
|---|---|
| HAOS | **Houston Area Oxidant Study** |
| HC | **Hydrocarbons** |
| H-GAC | **Houston-Galveston Area Council** |
| H-GRTS | **Houston-Galveston Regional Transportation Study - Part of TxDOT, Houston District** |
| HOV | **High Occupancy Vehicle** |
| HPMS | **Highway Performance Monitoring System** |
| HPR | **Highway Planning and Research** |
| IH | **Interstate Highway** |
| I/M | **Inspection/Maintenance Program (of vehicular emission controls)** |
| IMS | **Intermodal Management System** |
| ISTEA | **Intermodal Surface Transportation Efficiency Act of 1991** |
| IVHS | **Intelligent Vehicle Highway System** |
| LEV | **Low Emission Vehicle** |
| LMRT | **Local Match for Rural Transit** |
| LMT | **Local Match for Transit** |
| LNG | **Liquified Natural Gas** |
| LOS | **Level of Service** |
| MTP | **Metropolitan Transportation Plan** |
| METRO | **Metropolitan Transit Authority of Harris County** |
| MOBIL5a | **EPA's Mobile Emissions Factor Model** |
| MPO | **Metropolitan Planning Organization** |
| NAAQS | **National Ambient Air Quality Standards** |
| NARC | **National Association of Regional Councils** |
| NEPA | **National Environmental Protection Act** |
| NHS | **National Highway System** |
| NOx | **Nitrogen Oxide** |
| NPRM | **Notice of Proposed Rule Making** |

| | |
|---|---|
| O3 | **Ozone** |
| O&D | **Origin and Destination** |
| OPD | **Overall Program Design - A budgetary document of H-GAC** |
| P&R | **Park and Ride** |
| PASS | **Principal Arterial Street System (TxDOT)** |
| PDP | **Project Development Plan** |
| PIP | **Public Involvement Plan** |
| PL | **FHWA Planning Funds** |
| PM | **Particulate Matter (suspended solids)** |
| PMS | **Pavement Management System** |
| PMSA | **Primary Metropolitan Statistical Area** |
| PMT | **Personal Miles Traveled (daily or annually)** |
| PPM | **Parts Per Million** |
| PTF | **Public Transportation Fund (State of Texas)** |
| PTMS | **Public Transportation Facilities and Equipment Management System** |
| RAQPC | **Regional Air Quality Planning Committee** |
| RFP | **Request for Proposal** |
| RFQ | **Request for Qualification** |
| RMP | **Regional Mobility Plan** |
| R-O-W | **Right-Of-Way** |
| SIP | **State Implementation Plan - Required of TNRCC by the EPA through the CAAs of 1972 and 1977. Plan to meet NAAQS by 2007 (for ozone) through controls on all emission sources (includes TCPs)** |
| SMS | **Safety Managment System** |
| SO | **Sulphur Oxide** |
| SOV | **Single Occupancy Vehicle** |
| STFI | **Summary Tape File 1** |
| STIP | **State Transportation Improvement Program** |
| STP | **Surface Transportation Program** |

| | |
|---|---|
| STRAHNET | **Strategic Highway Network** |
| TAC | **Technical Advisory Committee to the Transportation Policy Council** |
| TACB | **Texas Air Control Board (Replaced by the Texas Natural Resource Conservation Commission)** |
| TAFF | **Texas Alternative Fuel Fleet Program** |
| TCAA | **Texas Clean Air Act** |
| TCMs | **Transportation Control Measures** |
| TCP | **Transportation Control Plan - As envisioned by the EPA to reduce mobile source emissions enough by 1982 or 1987 to meet NAAQS** |
| TDM | **Transportation Demand Management** |
| TDP | **Transit Development Program** |
| THTS | **Texas Highway Trunk System** |
| TIGER | **Topologically Integrated Geographic Encoding and Referencing** |
| TIP | **Transportation Improvement Program** |
| TMA | **Transportation Management Area** |
| TMO | **Transportation Management Organization** |
| TMS/H | **Traffic Management System for Highways** |
| TNRCC | **Texas Natural Resource Conservation Commission (replaced the TACB)** |
| TRACS | **Texas Review and Comment System** |
| TSM | **Transportation Systems Management** |
| TPC | **Transportation Policy Council** |
| TRC | **Texas Railroad Commission** |
| TTDP | **Texas Travel Demand Package** |
| TTI | **Texas Transportation Institute - A division of Texas A&M University** |
| TxDOT | **Texas Department of Transportation** |
| UA/UZA | **Urbanized Area** |
| UPWP | **Unified Planning Work Program** |
| USDOT | **United States Department of Transportation** |
| UTPS | **Urban Transportation Planning System - Modeling Package** |

| | |
|---|---|
| VMT | **Vehicle Miles Traveled (daily or annually)** |
| VOC | **Volatile Organic Compound** |

# TABLE G-1
# 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
# STATE AND FEDERAL FUNDING CATEGORIES

| | | CATEGORY | DESCRIPTION |
|---|---|---|---|
| 1 | INT-C | Interstate Construction | This category provides for the completion of the Interstate Highway System to a design described in the Interstate Needs Estimate. |
| 2 | INT-M | Interstate Maintenance | This category is intended for use in maintaining the Interstate Highway System which is nearing the end of it's 20-year design life. |
| 3A | NH-M | National Highway System Mobility | This category is intended to address the mobility needs on the National Highway System (NHS) throughout the State. |
| 3B | NH-TX | National Highway System Texas Trunk System | This category is intended to address construction on the Texas Trunk System. The funding is from the NHS funds of ISTEA. |
| 3C | NH-R | National Highway System (NHS) Rehabilitation | This category is to address the rehabilitation needs of the NHS in the State. |
| 3D | NH-TM | National Highway System (NHS) Traffic Management | This category is to address the traffic management needs on the NHS. |
| 3E | NH | National Highway System (NHS) Miscellaneous | This category is to address relatively small miscellaneous projects associated with the NHS. Generally, these projects are a necessarily delayed part of a larger project that has already been constructed. |
| 4A | ST-HE | Surface Transportation Program (STP) Safety | This category was created by the ISTEA, which provided that 10 percent of all the STP funds apportioned to the State be dedicated to safety projects. |
| 4B | ST-TE | Surface Transportation Program (STP) Transportation Enhancement | This category is to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system. |
| 4C | ST-MM | Surface Transportation Program (STP) Metropolitan Mobility/Rehabilitation | This category is to address transportation needs within the urbanized areas with populations of 200,000 or greater. |
| 4D | ST-UM | Surface Transportation Program (STP) Urban Mobility/Rehabilitation | This category is intended to address the mobility or rehabilitation needs in those urbanized areas which are between 5,000 and 200,000 in population. |
| 4E | ST-RM | Surface Transportation Program (STP) Rural Mobility/Rehabilitation | This category is to address mobility or rehabilitation needs in the rural areas of the State. |
| 4F | ST-R | Surface Transportation Program (STP) Rehabilitation | This category is intended to address the rehabilitation needs of the non-NHS roadways as well as the NHS or Interstate roadways. |
| 4G | ST-RX | Surface Transportation Program (STP) Rural Road Grade Separation Safety Program | This category is to address needed railroad grade separations. |
| 5 | CM | Congestion Mitigation and Air Quality Improvement | This category is to address congestion mitigation and air quality improvement in the nonattainment areas in the State. |

| | | CATEGORY | DESCRIPTION |
|---|---|---|---|
| 6A<br>6B | BR-ON<br>BR-OF | Bridge Replacement/Rehabilitation Program | These two categories are to address the bridge needs in the State. Category 6A is to address those bridges on the State system, while Category 6B addresses those off the State system. |
| 7 | PM | State Preventive Maintenance | This category is to allow preventive maintenance work on the highway system. This includes bridges on the TxDOT system also. |
| 8A<br>8B | FM Reh<br>FM Ex | State Farm to Market Roads | This category is to provide new farm to market roads. The construction of the roads to prison locations is also included in this category. |
| 9 | PARK | State Park Roads | This category is to address the need for constructing and rehabilitating roadways within the Texas State Parks. |
| 10A<br>10B | SIGN<br>CTMS | State Rehabilitation of Signs, Signals, and Pavement Markings | This category is intended to address the need for rehabilitating signs, signals, and pavement markings. |
| 11 | DISC | State District Discretionary | This category is to address miscellaneous work in the Districts at the discretion of the District Engineer. |
| 12 | COMM | Commission Strategic Priority | This category is intended to give the Transportation Commission some flexibility in selecting projects throughout the State which do not meet other program criteria, but promote economic development, provide system continuity with adjoining states and Mexico, or address other strategic needs of the State as determined by the Transportation Commission. |
| 13 | MOBL | State Mobility | This category is to address the previously approved State funded projects throughout the State. |
| 13B | HURR | Hurricane Evaluation | This category is to address approved funds for Hurricane Evacuation Routes. |
| 13D | URBAN | Urban Street Program | This category is intended to fund reconstruction or rehabilitation of existing pavement on the thoroughfare system. |
| 14 | REHAB | State Rehabilitation | This category is to address rehabilitation needs on the TxDOT system that might not qualify for federal funding. |
| 15 | DP | Federal Demonstration Projects | This category is to address the development of projects across the State that have been designated as ISTEA demonstration projects. |
| 16 | MISC | Miscellaneous | This category is to address projects that will not fit into any other category. |
| 17 | METRO | State PASS Metro Match | This category is to address only these projects that have been approved in previous programs. |
| 18 | PASS | State Principal Arterial Street System (PASS) | This category is to address the projects in the existing PASS-Urban Program. In the past, the PASS program was coupled with the former Urban system program. The PASS program was a State funded program supplemented by local funding. The Urban program was a federally funded program supplemented by State and/or local funding.<br><br>In the cities which are involved in the PASS program, the attributable Urban federal funding allocated to a city was required to be spent in that city. |

| | | CATEGORY | DESCRIPTION |
|---|---|---|---|
| .9 | FED | Other Federal Funds (Non-State) | Projects constructed with these funds would include roads constructed by federal agencies on federal land such as parkways, scenic roadways, and access facilities. |
| 20 | LOCAL | Local Funds (Non-State, Non-Federal) | Projects built entirely with local funds such as bond program projects constructed by counties and cities. |
| 21 | TOLL | Tollroad Facilities | Projects constructed by the Texas Turnpike Authority or other entities with funds collected through tolls. |
| 22 | FEAS | Feasibility Project | Projects authorized for feasibility studies by TxDOT including environmental assessments, public meetings, identification of project need, design parameters, and project cost. |

# Project Listings

CSJ — Control Section Job Number - TxDOT assigned number for projects entered into the Project Development Program (PDP).

PROJ ID — Project Identification - Code assigned by the MPO for local tracking/identification. Used to relate projects to Metropolitan Transportation Plan.

F. CLASS — Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are:

Interstate
Other Urban Freeways and Expressways
Other Principal Arterials
Minor Arterials
Urban Collectors and Rural Major Collectors
Rural Minor Collectors
Urban and Rural Local Streets and Roads

FED PROG — Federal Funding Category - Major categories of Federal funding as established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Categories are:

| | |
|---|---|
| IC - | Interstate Construction |
| IM - | Interstate Maintenance |
| NHS - | National Highway System |
| STP - | Surface Transportation Program |
| CMAQ - | Congestion & Mitigation Air Quality Funds |
| Bridge - | On/Off System Bridge Rehabilitation |
| DSB - | Donor State Bonus Funds |
| MA - | Minimum Allocation Funds |
| FLHP - | Federal Land Highway Program |
| FTA - | Federal Transit Administration |

PHASE — Project Phase for Federal Funding (E-Preliminary Engineering, Right of Way Acquisition, C-Construction)

# CHAPTER 1 - INTRODUCTION

## PURPOSE

The 1996-1998 Transportation Improvement Program (TIP) is a cooperatively developed three-year program outlining transit, highway, and traffic improvements, and other transportation and air quality related activities within the urbanized areas of the Houston/Galveston-Texas City/Brazoria Consolidated Metropolitan Statistical Area (CMSA). The eight counties in this CMSA include Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller. All eight counties have been designated by the Environmental Protection Agency (EPA) as nonattainment for the pollutant Ozone. As such, under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), this area has been designated as a Transportation Management Area or TMA. The TIP is compiled annually by the Houston-Galveston Area Council (H-GAC) in its role as the Metropolitan Planning Organization (MPO) for transportation planning. This document is prepared under the guidance of the Transportation Policy Council (TPC) of the Houston-Galveston TMA and is submitted to the Governor, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) through the state.

The 1996 TIP identifies priority roadway and transit projects for initiation between October 1, 1995 and September 30, 1998. All roadway and transit projects funded under Title 23 and Title 49 by the U.S. Department of Transportation are required to be listed in the TIP.[1] In addition, locally funded transportation improvements of regional significance are inventoried and included in the TIP for the conformity analysis requirements of the Clean Air Act Amendments of 1990 (CAAA).[2]

---

[1] All projects in this document which are proposed for federal funding were initiated in a manner consistent with the federal guidelines in Section 450.204, Subpart B, of Title 23 of the Code of Federal Regulations and Section 613.200, Subpart B, of Title 49 of the Code of Federal Regulations.

[2] The "Guidance for Determining Conformity of Transportation Plans, Programs and Projects with Clean Air Act Implementation Plans during Phase 1 of the Interim Period" was issued jointly by the U.S. Department of Transportation and the U.S. Environmental Protection Agency. Section 5.3.3 of this guidance maintains that a precondition to the conformity determination is a showing of emissions reductions between the baseline transportation system and the system that results by adding federally funded projects and non-federally funded projects required in the TIP. The baseline transportation system includes existing and locally funded projects.

**TIP Scope**

The scope of the 1996-1998 Transportation Improvement Program is as follows:

1. To identify and delineate transportation improvement projects recommended by the TPC for implementation as a result of the continuing, coordinated, and comprehensive (or "3-C") regional transportation planning process. This is achieved through the 3-year listing of roadway and transit projects. Projects that are for resurfacing, restoration, rehabilitation, reconstruction, or highway safety improvements, which would not alter the functional traffic capacity, may be excluded.

2. To group projects by transportation mode, type of project, funding sources, and geographic area.

3. To identify the priorities established by the TPC for transportation system improvements.

4. To estimate the costs of projects proposed for federal funding support. The total federal share of project costs is consistent with the amount of funds allocated to the area under 23 USC 150 and Section 8(d) of the Federal Transit Act.

5. To demonstrate that environmental, air quality, cost, and mobility considerations are addressed in regional transportation planning and local programming.

6. To provide continuity of current transportation improvement projects with those identified in previous TIPs.

7. To fulfill H-GAC's role as regional clearinghouse by the Texas Review and Comment System (TRACS).

8. To implement **Access 2010: *1994 Update* of Metropolitan Transportation Plan** in accordance with guidelines established in ISTEA.

## MPO Structure

In accordance with federal law, H-GAC has been designated by the Governor of Texas as the Metropolitan Planning Organization (MPO) for transportation planning in the Houston-Galveston TMA. The responsibility of the MPO is to insure that transportation planning is successfully coordinated and integrated with other comprehensive planning in the region. The TPC was established to provide policy guidance and overall coordination of the multimodal planning in the Region.

The TPC must approve the use of federal funds for transportation projects and services in the eight-county TMA. The TPC consists of 21 locally elected officials and technical representatives from H-GAC; TxDOT; Metropolitan Transit Authority of Harris County (METRO); cities with a population of at least 50,000; and the eight urbanized counties.

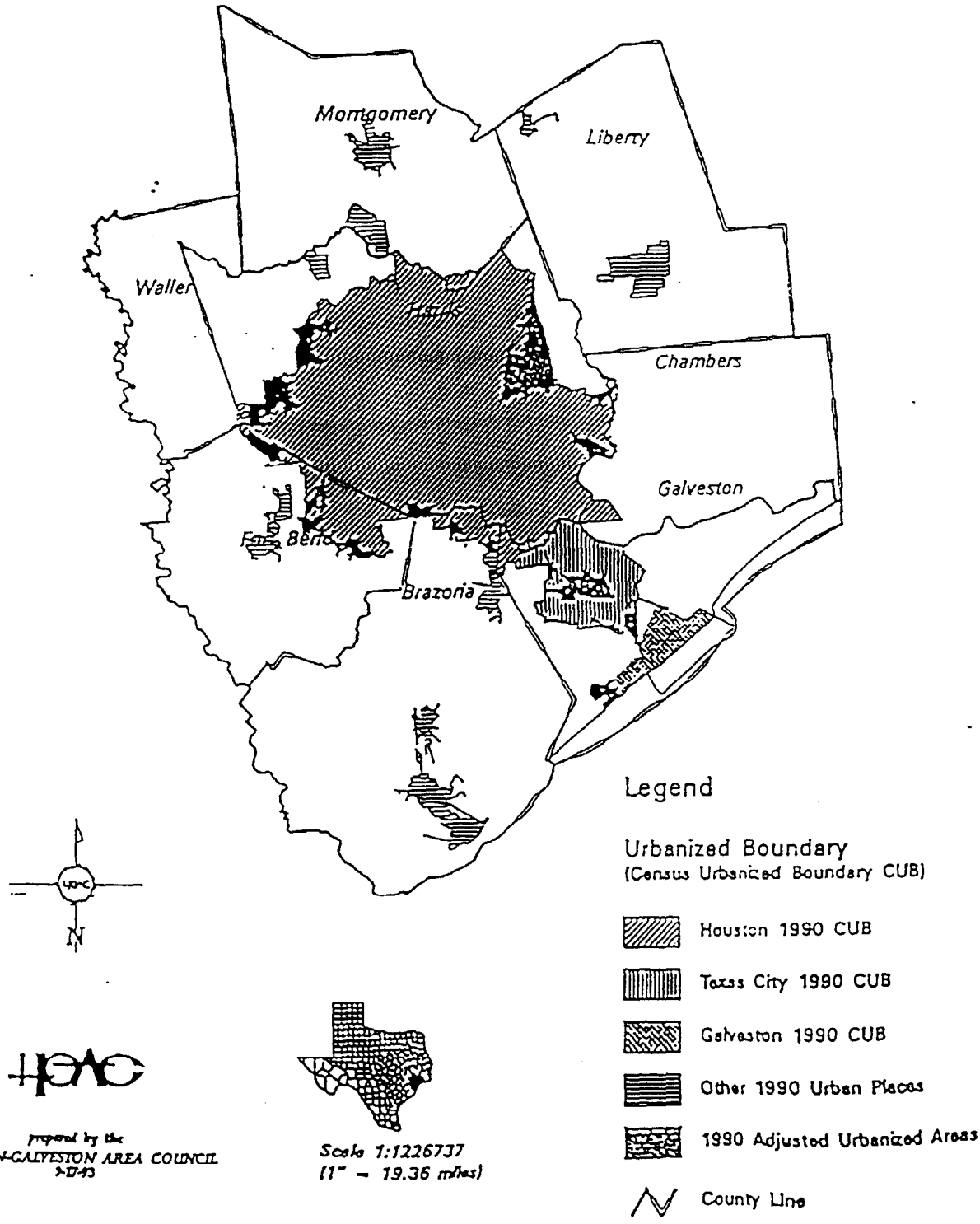
The Technical Advisory Committee (TAC) is an appointed body which is comprised of representatives of member governments and special citizen interest groups with expertise in the area of transportation planning. The TAC reviews and evaluates H-GAC regional transportation plans and the Transportation Improvement Program and provides its recommendations to the Transportation Policy Council. The TAC is appointed by the TPC to assist in coordination of the TIP and other intermodal planning activities.

The TPC and the H-GAC Board of Directors have complementary roles in transportation planning. H-GAC's Board of Directors established overall policy for comprehensive planning coordination for the region; whereas, the role of the TPC is to provide a single policy direction for multimodal transportation planning and development. H-GAC, in its role as the MPO, is responsible for developing transportation programs and plans for urbanized areas of the Houston-Galveston metropolitan area.

The contract for the MPO involves H-GAC and the State of Texas. The designation of the MPO is by agreement among the H-GAC Board of Directors and the Governor. The initial designation by the Governor was in April of 1974. The latest designation was approved by the Governor in 1988.

Boundaries of this Houston-Galveston TMA have been endorsed by elected officials from the area as well as by the TPC, and the urbanized areas are subject to revision following each census. Figure 1-1 shows the Houston-Galveston TMA and the urbanized areas within its boundaries. The TMA coincides with the eight-county ozone nonattainment area which includes Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties.

Houston-Galveston
Transportation Management Area
Figure 1-1



## PUBLIC INVOLVEMENT AND THE TIP DEVELOPMENT

In the process of developing the 1996-1998 TIP, H-GAC held two public meetings in an effort to provide a TIP process that is collaborative and open to the public. These public meetings generally consisted of presentations by staff, formal comments from the public, and an informal question and answer period. All public meetings were held in locations accessible to the disabled and near bus routes in areas with mass transit. Appropriate accommodations for the hearing impaired and/or persons with other disabilities are made for all of H-GAC's public meetings provided H-GAC receives 24 hours notice of the special need.

The TIP process began in July 1995 with the receipt of preliminary National Highway System (NHS) recommendations from the Texas Department of Transportation (TxDOT). On August 25th, H-GAC staff received approval from TPC for authorization to begin the public comment period on the project listing. The public formally commented on the project listing as well as the financial plan of the 1996-1998 TIP on September 13, 1995. This meeting was advertised in The Houston Chronicle, and The Galveston Daily News August 27, 1995. A press release on the meeting was issued to local elected officials and the news media and a meeting notice was submitted to the Texas Register. Please see copies of the flyer, press release and advertisement for this public meeting in Attachment G.

A second public meeting was held on October 11, 1995 to discuss the air quality impacts of TIP projects. The public was invited to comment on the conformity analysis process and speak in favor of or against the determination. This meeting was also advertised in the local papers and published in the Texas Register. Meeting notices were mailed directly to elected officials, environmental groups and other interested parties on our mailing lists.

Sign in sheets were provided for the public at each public meeting. The sign in sheet had a box that could be checked if a person wanted to be added onto our Interested Parties mailing list to ensure that he or she would receive direct mailings of future meeting notices and information on a variety of H-GAC transportation planning activities.

If the TIP should require a major amendment, a public meeting and an additional 30 day public comment period will be observed to discuss any major amendments that have been proposed. A major amendment is classified as the addition or deletion of a project with an implementation cost over $1 million, excluding rehabilitation, maintenance and safety projects. Public comment on project additions or deletions of less than $1 million may be sought at the discretion of the Transportation Policy Council. As long as a project's description, scope or expected environmental impact have not materially changed, the Transportation Policy Council may approve changes to project funding without benefit of a separate public meeting.

Written comments received concerning the TIP are responded to by staff. Both comments and responses to comments are included in Appendix H of the TIP. Upon completion of the TIP, an Executive Summary was distributed to local libraries throughout the 8-county region.

## PROJECT SELECTION PROCESS

### Selection for Inclusion in the TIP

With enactment of ISTEA came new responsibilities for the MPOs. H-GAC, as the MPO for the Houston-Galveston metropolitan area, was assigned project-level programming responsibilities for: 1) Surface Transportation Programs — Metropolitan Mobility (STP-MM) funds, Urban Mobility (STP-UM) funds and Rural Mobility (STP-RM) funds; 2) Congestion Mitigation/Air Quality (CMAQ) funds; and 3) Transit Program funds in the urbanized area. The TPC in its role as the policy-making body of TxDOT and the transportation agencies. The methodology used by TPC for selection of these projects is in Appendix A. In addition, those projects selected by TxDOT as part of the National Highway System (NHS) as well as STP Enhancement and STP Safety projects also require the endorsement of the MPO prior to inclusion in the TIP

The 1996 TIP was developed over a three-month period through the cooperative efforts of H-GAC, local governments, transit agencies, and TxDOT with additional input by the public. Due to the need to focus staff attention on the update of the Metropolitan Transportation Plan the TPC decided late in 1994 that they would forego programming any new projects in the 1996-1998 TIP in the funding categories for which they have programming responsibilities. As a result, the only new highway projects included in the 1996 TIP are those funded under categories selected by TxDOT.

Shortfalls in federal funding have resulted in the Houston-Galveston Transportation Management Area losing almost a years worth of funding in the STP-MM, STP-UM, STP-RM, and CMAQ funding categories. In addition several projects had significant cost overruns. This has resulted in all of the new funding available for these program categories in FY 1998 being used to fund the projects selected for programming in FY95-FY97.

The projects programmed for STP-MM, STP-UM, STP-RM, CMAQ and transit funds were selected based on a fully competitive process, with emphasis on public and local elected official's involvement. Appendix A describes the methodology for project evaluation and selection. In addition the Transportation Policy Council has approved the following project selection procedures:

1. The approved Transportation Improvement Program (TIP) shall be utilized for programming projects within the urban area.
2. Procedures used to evaluate, prioritize, and select projects funded under STP-MM, UM, RM, CMAQ, and FTA Section 9 are described in Appendix A of the 1996-98 TIP.
3. Any project listed in the first year of the approved TIP shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated.
4. Should any project not be implementable from the first priority, the projects should be selected from the second and/or third year which shall be considered the second priority, and those projects may be implemented as plans are completed and funds are appropriated.
5. Implementing agencies are authorized to proceed with projects whose actual cost does not exceed estimated cost by more than 25% subject to funding availability and assurance that the cost overrun will not delay implementation of other selected projects.
6. The MPO must be notified by the appropriate implementing agency of any project programmed in the first year whose implementation must be delayed beyond the first year.

This procedure was developed cooperatively between the Texas Department of Transportation and the MPO.

In 1994, The TPC made permanent the authorization for the MPO Director to approve any administrative amendments to the TIP consistent with its adopted policy on Project Selection Procedures. This authorization includes administrative changes to the Metropolitan transportation Plan, as well as requests for minor revisions to functional roadway classifications upon the request of TxDOT.

## TIP Approval

The 1996 TIP was conditionally approved by the TPC on September 29, subject to completion of the Conformity Analysis. Final adoption of the 1996 TIP by the TPC was on November 10. The TIP was also reviewed by the H-GAC Projects Review Committee as part of the Texas Review and Comment System (TRACS) process. H-GAC has been designated by the Governor's Office as the "Regional Review Agency" responsible for conducting the new TRACS process.[1] This review constitutes additional coordination to assure that all projects included in the TIP are consistent with regional transportation plans and policies. The Projects Review Committee recommends action to the H-GAC Board of Directors. The Projects Review Committee is one of 10 standing committees of the H-GAC Board of Directors.

The TIP was approved by the H-GAC Projects Review Committee on November 21, 1995. This will be the last phase of TRACS review. Board of Directors action is the actual endorsement that projects in the TIP are consistent with local plans and that local governments have been satisfactorily involved in development of those projects. The Board members consist of local elected officials representing county governments, cities, school districts and conservation districts.

The TIP will be submitted to TxDOT in Austin following its completion as well as to the appropriate federal agencies: FHWA and FTA. The document will then be merged by TxDOT with TIPs from other regions in the State of Texas to form a Statewide TIP (STIP). The STIP will be adopted by the TxDOT Commission in November, 1995.

## Impact of the ISTEA Requirements on TIPs

As the region's MPO, H-GAC has a significant role in determining the allocation of transportation funds. ISTEA aims to "efficiently minimize transportation related fuel consumption and air pollution". ISTEA gives MPO's greater decision-making responsibility and emphasizes performance. The Act more then doubled the federal planning resources available to support local elected officials and transportation agencies in the development of innovative transportation programs. This legislation emphasizes reducing congestion and providing access in the most effective and cost-efficient ways possible. Moreover, ISTEA insures that environmental, energy and other community values are explicitly integrated into the process.

[1] The new review and comment system was developed pursuant to Executive Order 12372 (as amended by Executive Order 12416), issued in July 1982, and following public laws: Section 204 of Demonstration Cities and Metropolitan Development Act of 1966, Intergovernmental Cooperation Act of 1968, and National Environmental Policy Act of 1969.

The 1996 TIP has been developed in accordance with the requirements of ISTEA and guidance received from FHWA and FTA. Specific requirements of the TIP and a brief discussion of how H-GAC met the requirements are outlined below:

1. **The TIP must include a priority list of projects to be implemented during the three-year TIP period.**

   The 1996 TIP contains a list of priority roadway and transit projects to be implemented over the next three years. To ensure that high priority, cost-effective projects were selected, all proposed projects were reviewed and adopted by the TPC.

   Each year was financially constrained to funding availability. Together, this ensures that the most cost-effective projects are given top priority and implemented at the earliest possible opportunity given the funding and construction constraints.

2. **The TIP must include a financial plan which shows the source of funding for the projects contained in the TIP.**

   H-GAC, TxDOT and METRO have worked to identify the amount of funding available annually for highway and transit transportation improvements. The TIP includes a separate financial plan for highway and transit elements which documents these amounts.

3. **Projects identified in the TIP must be consistent with the metropolitan transportation plan.**

   The method used to select projects for the TIP is consistent with H-GAC's regional transportation planning process. The same planning process and principles have been used to update ACCESS 2010, and conform to the requirements of the CAAA. The 1996 TIP is endorsed by the TPC, subject to the condition that projects selected for the TIP be included in a conforming metropolitan transportation plan.

4. **There must be reasonable opportunity for public comment prior to approval of the TIP.**

To ensure adequate public involvement in the TIP development process, H-GAC has a Technical Advisory Committee (TAC) consisting of public and private sector representatives. This Committee represents the Houston-Galveston metropolitan area and is responsible for recommending to the TPC projects to be included in the TIP.

In conjunction with the TAC, local elected officials, public agencies and private sector organizations were invited to submit their program of projects to be considered for inclusion in the TIP. In addition, two public meetings were held throughout the TIP process to receive input from the general public and local governments. Additional information on the TIP public involvement process is provided in Appendix G.

5. **The TIP must cover the entire metropolitan area, including the designated nonattainment area.**

The Houston-Galveston metropolitan area has been expanded to meet all requirements outlined in ISTEA, including the current urbanized area which encompasses the same boundaries as the nonattainment area and the area expected to be urbanized by the year 2010.

## PROGRESS FROM PREVIOUS YEAR

The 1995 TIP included a program of projects that commenced in FY 1995 (October 1, 1994 through September 30, 1995). It identified priority roadway and transit projects for initiation between 1995-1997.

The listing below does not include four major added capacity projects with a combined cost of $91.4 million, on IH 45 Gulf Freeway and Sh 99 Grand Parkway, which were actually completed in the timeframe of the FY 1995-1997 TIP.

**Highway/CMAQ Element:**

About $221.5 million of major highway construction projects have been completed by the end of FY 1995. Below is a list of major projects.
In Harris County:

1) Beltway 8 South, grade separation at FM 521 and new 2-3 lane frontage roads form 0.5 mi. E. of US 90A to 0.4 mi.W. of FM 521.
2) Beltway 8 South, SH 288 to Mykawa Road, a new 2-3 lane frontage roads and structures/
3) SH 35 0.1 mi. S. of Airport Blvd. to Beltway 8 South, widen to 6-lane divided.
4) Loop 201, SH 146 to E. of North Main St. in Baytown, 6 to 10 main lanes and grade separation.
5) SH 225, 1.28 mi. E. of SH 134 to 0.84 mi. W. of SH 146 in La Porte, pavement for 6 mainlanes.
6) FM 528, E. of Winding Way in Friendswood to IH 45, widen to 4-lane divided.
7) MH (Spencer Highway), Perez St. in Houston to E. of Willow Spring Bayou in Deer Park/La Porte, widen to a 6-lane thoroughfare.

Outside Harris County:

8) FM 518 in Brazoria County, SH 35 to 1.1 mi. E., widen to 4-lane divided.
9) FM 3345 in Fort Bend County, from FM 1092 to FM 2234, widen to 4-lane divided.
10) SH 3 in Galveston County, SCL of League City of NCL to Texas City, widen to 4-lane divided.
11) SH 105 in Montgomery County, 0.3 mi. E. of FM 149 to McCaleb Road, widen to 6 lane highway.
12) US 290 in Waller County, 4.3 mi. W. of FM 359 to Harris County Line, paving of a new 4-lane freeway.

In addition, $92.6 million of repair and rehabilitation projects, and $20.7 million of transportation system management projects have also been completed by the end of FY 1995.

## AIR QUALITY ISSUES

### National Environmental Policy Act (NEPA) of 1969

Environmental factors can have a major impact on regional development patterns and the resulting transportation system. Environmental considerations affect location, type and design of new facilities, and the redevelopment of old ones. Individual projects are subject to environmental assessments or impact statements.

NEPA requires an environmental assessment (EA) on any federally funded or permitted project with the potential to impact the natural environment. All federally funded highway and transit projects must have an EA. An EA results in a Finding of No Significant Impact (FONSI) or it indicates the possibility of significant environmental impacts. If potentially significant environmental impacts are ascertained, and Environmental Impact Statement (EIS) must be prepared. The EIS requires documentation of adverse and positive environmental effects, evaluation of alternatives, and an assessment of the relationships between short-term uses of the impacted environmental resource as opposed to its long-term productivity. The EIS results the Record of Decision (ROD) which allows the project to proceed with mitigation strategies. If there are no feasible and/or effective mitigation strategies or alternatives, the project may not proceed.

Under the Final Conformity Rule certain highway and transit projects are exempt from the requirement that a conformity determination be made. NEPA projects which are not covered by the conformity exempt list must be included in the TIP and MTP. This includes any current non-exempt projects undergoing NEPA determination with an expected letting during the time frame covered by the TIP. All projects currently undergoing NEPA determination with an implementation time frame beyond the 3-year horizon of the TIP are included in Appendix D.

## Conformity

Section 176 (c), Conformity Requirements of the CAAAs has had a major impact on transportation planning. The purpose of conformity is to ensure consistency between federal actions and the air quality planning process. It ensures that neither the transportation system as a whole nor individual transportation projects cause new air quality violations or make existing ones worse. EPA's regulation establishes the criteria and procedures for determining whether transportation plans, programs, and projects conform to the State air quality Implementation Plan (SIP).

MPOs must follow more rigorous quantitative analytical procedures to establish the potential air quality impacts of their transportation improvement plans and programs as they are being developed. The final rule for transportation conformity was published November 24, 1993. This rule requires that all TIPs and transportation plans adopted after that date pass new conformity tests. Specifically these new conformity tests require that TIPs and Metropolitan Transportation Plan emissions:

(1) be consistent with the emissions budget established in the SIP;
(2) be less than 1990 levels;
(3) of the "action scenario" (all proposed transportation investments) be less than the "baseline" network (the transportation system without the proposed investments).

A MPO may not adopt a nonconforming plan or TIP. In order for highway and transit projects to be federally funded, the projects must be part of a conforming Transportation Plan and TIP. The MPO must submit a conforming Plan and TIP to FHWA for its approval. A MPO may not adopt a non conforming Plan or TIP. The final conformity rule emphasizes the emissions analysis of the Plan. The regulation states that a TIP which is a subset of a conforming Plan is, by definition, a conforming TIP.

The final conformity rule also shifts the emissions analyses from the TIP to the Metropolitan Transportation Plan (MTP). The regulation states if the TIP is a subset of a conforming plan then the conformity determination for the plan may also be used for the TIP.

Appendix B includes Conformity Determinations for *Access 2010*: the 1994 Update to the Metropolitan Transportation Plan and the 1996 Transportation Improvement Program for the Houston-Galveston Transportation Management Area. This analysis shows that the MTP and the TIP meet all the conformity tests that are required under the final conformity rule.

EPA and stakeholders, such as MPOs, DOTs, transit operators and state agencies, have begun discussion of how to revise the conformity rule to make it more flexible and functional and less resource-intensive. Revisions are expected to be proposed in 1996.

**Nonattainment**

The CAAAs classify areas according to a design value representing a statistical evaluation of the extent of air pollution. Areas are designated as nonattainment when the design value exceeds the federal ozone standard of 0.12 parts per million (ppm). The Houston area, with a design value of 0.22 ppm, is classified as a Severe Nonattainment area for ozone and has until 2007 to attain value of 0.12 ppm.

Nonattainment area boundaries are another feature of the Clean Air Act that have been revised. The nonattainment classification for serious, severe, or extreme areas applies not only to the metropolitan area monitoring exceedances, but to the entire consolidated metropolitan statistical area (CMSA). Thus, in the Houston area, the region subject to CAAA requirements has been expanded from Harris County to the Houston-Galveston-Brazoria, TX CMSA (Harris, Montgomery, Liberty, Galveston, Brazoria, Fort Bend, and Waller Counties), and includes Chambers County, which has monitored exceedances of the ozone standard.

The conformity analysis, is performed on transportation improvements utilizing federal funds, as well as non-federal projects dependent on federal projects or actions within the urbanized area. Included in the conformity analysis are projects which result in increased or new capacity, with funding identified for construction in the three year TIP element.

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## CONGESTION MANAGEMENT SYSTEM

ISTEA requires that a Congestion Management System (CMS) be developed as a part of the regional metropolitan transportation planning process. A CMS is a systematic process, designed to assist decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the regional transportation infrastructure. In TMAs that are designated as non-attainment for ozone, prior to the implementation of a CMS, federal funds may not be programmed for any project that results in a significant increase in carrying capacity for single occupant vehicles without appropriate single occupant vehicle analysis. H-GAC is in the process of developing a CMS plan which will document the implementation efforts and the CMS process to officially designate the region as having a fully operational CMS.

### Latest FHWA guidance

There are government-wide regulatory efforts to remove the management system certification and sanction requirements and make the six management systems optional. Nevertheless, H-GAC intends to embrace the CMS to improve our regional transportation planning and decision making process. Although FHWA and FTA statutory or regulatory changes are not complete, guidance indicates that H-GAC's CMS must be fully operational by October 1, 1997. As indicated earlier, H-GAC intends to have a fully operational CMS after TPC approval by late 1995 or early 1996. The sooner the CMS is on-line the better our planning process will be and the sooner the MTP requirements of requiring a CMS will be met.

### H-GAC CMS implementation efforts

H-GAC has developed a work plan that identifies the major activities and responsibilities that where accomplished in fiscal year 1995. CMS evaluation will be a continuous process and will be integrated into the Metropolitan Transportation Planning process. With this effort the CMS has contributed to the evaluation of congestion by determining Level of Mobility on a 1996 existing plus committed network and on 2010 network. In addition transportation control measure strategies have been identified

from the 2010 Metropolitan Transportation Plan. Projects have been evaluated on the CMS network to determine the benefits to the performance measure of the system.

H-GAC's CMS will consist of six components. One, performance measures to determine the effect congestion is having on the regional transportation network. Two, a sufficient CMS network must be identified for the region that can provide comprehensive analysis and performance measure monitoring. Roadways that are included on the National Highway System, the Texas Highway Trunk System, arterials, collectors, and continuous links will initially serve as the CMS network. Three, data collection and monitoring systems must be developed to support system analysis. Four, transportation management strategies must be identified and evaluated using adopted performance measures. Five, strategies determined to be effective and feasible must be implemented by the appropriate transportation agency. Six, once transportation control strategies are implemented their effectiveness must be determined and monitored.

The following tables indicate the transportation control measure strategies in this 1996 TIP that will be implemented to mitigate congestion and air quality problems in the Houston-Galveston area. Table 1 describes the project code list, Table 2 through Table 4 summarize project activities.

| NAME | TYPE | PROJECT CODE |
|---|---|---|
| Public Fleet Compressed Natural Gas | AQ | AFP |
| Reformulated Gasoline/Diesel | AQ | AFR |
| Alternative Fuel Fueling Station | AQ | AFS |
| Alternative Fuel Vehicle | AQ | AFV |
| Restricted Times for Goods Delivery | TSM | ATT |
| Auto Restricted Zones | TSM | ATZ |
| Compressed Work Week | TDM | AWC |
| Flexible Work Hours | TDM | AWF |
| Staggered Work Hours | TDM | AWS |
| Arterial Capacity Increase | SOV | CIA |
| Bridge | SOV | CIB |
| Frontage Road Capacity Increase | SOV | CIF |
| Highway Capacity Increase | SOV | CIH |
| Ramp or Interchange | SOV | CIR |
| Tolls | TDM | CPT |
| Vehicle-Mile-Travelled (VMT) Tax | TDM | CPV |
| Employee Transportation Coordinator | TDM | EBC |
| Education/Information Dissemination for Ridesharing | TDM | EBE |
| Guaranteed Ride Home | TDM | EBH |
| Trip Reduction Ordinances (TRO) | TDM | EBO |
| Employer-Based Ridesharing | TDM | EBR |
| Transit Pass Subsidy | TDM | EBS |
| Inspection and Maintenance (I&M) Program | AQ | EPI |
| Emission Pricing | AQ | EPP |
| Gasoline Tax/Cost Increase | AQ | GT |
| Arterial High Occupancy Vehicle (HOV) Lanes | SOV | HOVA |
| Freeway High Occupancy Vehicle (HOV) Lanes | SOV | HOVF |
| Ramp Meter Bypass for HOVs | SOV | HOVR |
| HOV Ramp, T-Ramp, or Slip Ramp | SOV | HOVT |
| Add Continuous Turning Lane | TSM | IIA |
| Flashing Beacon Signal with Safety Lighting | TSM | IIB |
| Railroad Flashing Light | TSM | IIF |
| Grade Seperation at Railroad Intersection | SOV | IIG |
| Intersection Improvement - Continuous Left Turn Lane | TSM | IIL |
| Overpass | SOV | IIO |
| Intersection Improvement - Continuous Right Turn Lane | TSM | IIR |
| Intersection Improvement - Add Signal | TSM | IIS |
| Intersection Improvement - Widening | TSM | IIW |
| Land Use Densification | TDM | LUD |
| Mixed Land Use | TDM | LUM |
| Automatic Vehicle Identification (AVI) System | TSM | PCA |
| Install Fiber Optical Cable | TSM | PCF |
| Install Intellegent Vehicle/Highway System (IVHS) | TSM | PCI |

TABLE 1. Project Code List for CMS TCM, Safety, and Rehabilitation
(continued)

| NAME | TYPE | PROJECT CODE |
|---|---|---|
| Automatic Vehicle Locator (AVL) System | TSM | PCL |
| Surveillance Communication & Control System and CCTV | TSM | PCS |
| Bicycle Amenities (lockers, showers, secure storage) | TDM | PIA |
| Bicycle Lanes, Paths | TDM | PIB |
| Bicycle/Pedestrian Coordinator Positions | TDM | PIC |
| Public Education Campaign for Bicycle | TDM | PIP |
| Sidewalk, Hiking Path | TDM | PIS |
| Parking Charges (commute and all trips) | TDM | PMC |
| Restricted Parking Supply | TDM | PMR |
| Preferential Parking for Carpools and Vanpools | TDM | PMV |
| Diesel Control Programs | AQ | PMDC |
| Road Sanding/Salting Alternatives | AQ | PMRS |
| Enhanced Street Sweeping | AQ | PMSS |
| Bike to Park & Ride Program | TDM | PRB |
| Car/Vanpool-Oriented Park & Ride Program | TDM | PRC |
| Transit-Oriented Park & Ride Program | TDM | PRT |
| Activity Center Shuttles | TDM | PTA |
| Next Generation Bus (Signal Pre-emption, AVL, etc.) | TDM | PTB |
| Express Buses | TDM | PTE |
| Increase Transit Service | TDM | PTI |
| Light Rail | TDM | PTL |
| Non-Metro Service Area Transit | TDM | PTN |
| Paratransit Programs | TDM | PTP |
| Transit Shelters | TDM | PTS |
| Transit Advanced Traveler Information System (ATIS) | TDM | PTT |
| Special Events Management | TDM | PTV |
| Regional or Neighborhood Based Rideshare Program | TDM | RSA |
| Transportation Management Associations | TDM | RST |
| Vanpool Programs | TDM | RSV |
| Homebased Telecommuting | TDM | TCH |
| Satellite Work Centers | TDM | TCS |
| Teleconferencing | TDM | TCT |
| Incident Detection & Response Programs | TSM | TFA |
| Barriers | TSM | TFB |
| Courtesy Patrol, Motorist Assistant Program (MAP) | TSM | TFC |
| Striping | TSM | TFI |
| Reversible Lanes | TSM | TFL |
| Changeable Message Sign (CMS) | TSM | TFM |
| Advanced Street Name Sign | TSM | TFN |
| Traffic Operations Center | TSM | TFO |
| Ramp Metering | TSM | TFR |
| Traffic Signal Timing & Coordination Improvements | TSM | TFS |

TABLE 1. Project Code List for CMS TCM, Safety, and Rehabilitation
(continued)

| NAME | TYPE | PROJECT CODE |
|---|---|---|
| Motorist Information System | TSM | TFV |
| College Traffic Management | TDM | TMC |
| High School Traffic Management | TDM | TMH |
| Automated Traffic Management System (ATMS) | TSM | TMSA |
| Computerized Traffic Management System (CTMS) | TSM | TMSC |
| Traffic Management System | TSM | TMST |
| Curb-Side Idling Restrictions | AQ | VIC |
| Drive-Thru Restrictions | AQ | VID |
| Vehicle Idling Restrictions by Buses and Trucks | AQ | VIV |
| Miscellaneous | MISC | X |
| Rehabilitation | REHAB | Z |
| Safety Management System | SMS | ZS |
| Update RR Protection Device at RR Crossinging | SMS | ZS |
| Not Enough Data | | N.E.D. |

TABLE 2. Summary of 1996 TIP Projects by Project Type

| PROJECT TYPE | NUMBER OF PROJECTS | PERCENT OF TOTAL PROJECTS (%) | TOTAL COST | PERCENT OF TOTAL COST (%) |
|---|---|---|---|---|
| AQ | 4 | 1.20 | | |
| SOV | 119 | 35.74 | | |
| TDM | 31 | 9.31 | | |
| TSM | 77 | 23.12 | | |
| MISCELLANEOUS | 9 | 2.70 | | |
| REHABILITATE | 21 | 6.31 | | |
| SAFETY | 39 | 11.71 | | |
| Not Enough Data | 33 | 9.91 | | |
| | | | | |
| | TOTAL = 333 | | $1,804,051,241 | |

TABLE 3. Summary of 1996 TIP Projects by Project Code

| PROJECT CODE | NUMBER OF PROJECTS | NOTE | PROJECT TYPE |
|---|---|---|---|
| AFS | 2 | | AQ |
| AFV | 1 | | AQ |
| CIA | 28 | 41.71 mi. | SOV |
| CIB | 28 | 6.42 mi. | SOV |
| CIF | 10 | 12.15 mi. | SOV |
| CIH | 14 | 19.92 mi. | SOV |
| CIR | 6 | 6.74 mi. | SOV |
| CPT | 1 | | TDM |
| EPI | 1 | | AQ |
| HOVF | 18 | 5.74 mi. | SOV |
| HOVT | 10 | | SOV |
| IIA | 3 | 1.10 mi. | TSM |
| IIF | 4 | | TSM |
| IIG | 2 | 0.70 mi. | SOV |
| IIL | 2 | | TSM |
| IIO | 3 | 1.83 mi. | SOV |
| IIS | 4 | | TSM |
| IIW | 2 | | TSM |
| PCI | 4 | | TSM |
| PCL | 1 | | TSM |
| PCS | 1 | | TSM |
| PIS | 1 | 2.36 mi. | TDM |
| PRT | 4 | | TDM |
| PTB | 2 | | TDM |
| PTI | 14 | | TDM |
| PTN | 1 | | TDM |
| PTS | 6 | | TDM |
| RSV | 2 | eight-county wide | TDM |
| TFB | 15 | 26.56 mi. | TSM |
| TFC | 2 | | TSM |
| TFI | 1 | | TSM |
| TFS | 10 | 21.74 mi. | TSM |
| TFV | 1 | | TSM |
| TMSA | 22 | 52.35 mi. | TSM |
| TMSC | 3 | 6.53 mi. | TSM |
| TMST | 2 | 6.06 mi. | TSM |
| X | 9 | | MISCELLANEOUS |
| Z | 21 | 17.14 mi. | REHABILITATE |
| ZS | 39 | | SAFETY |
| N.E.D. | 33 | | Not Enough Data |
| | | | |
| | TOTAL = 333 | | |

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TABLE 1-4. Projects in 1996 TIP Undergoing SOV Analysis

| PROJECT NUMBER | CSJ NUMBER | STREET | LIMITS | PROJECT DESCRIPTION | COMMENT |
|---|---|---|---|---|---|
| 950025 | 0912-34-901 | AIRPORT W | US 59 TO ELDRIDGE | WID 2 TO 4 LNS DIV (PHASE I) | EA IN PROGRESS |
| 940006 | 0912-71-427 | BROWN-HUFFSMITH | W HUFSMITH/BAKER TO SH 249 | CONST NEW 2 LN & OUTFALLS | EA TO BE CONDUCTED BY CITY OF TOMBALL |
| 940066 | 0912-73-962 | JOHNNY PALMER RD | IH 45 TO FM 1764 IN TEXAS CITY | RECONST & WID TO 4 LNS | EA TO BE CONDUCTED BY CITY OF TEXAS CITY |
| 950024 | 0912-34-902 | DAIRY ASHFORD | STILES TO WEST BELLFORT | WID 2 TO 4 LNS DIV BLVD W/LTL | EA TO BE CONDUCTED BY CITY OF SUGARLAND |
| HR0035 | 1685-02-033 | FM 1960 | IH 45 TO E OF ALDINE-WESTFIELD | WID TO 8 LN DIV W/C&G & TMS | EA REQUIRED-AWAITING ROW INFO |
| 940034A | 0912-37-075 | GOSLING RD | SPRING CRK TO FLINTRIDGE | CONST 2 LN ON NEW LOC | EA TO BE CONDUCTED BY THE WOODLAND ASSOCIATION |
| 940034B | 0912-71-481 | GOSLING RD | S OF SPRING CRK TO SPRING CRK | CONST 2 LN ON NEW LOC | EA TO BE CONDUCTED BY THE WOODLAND ASSOCIATION |
| 950033 | 0912-37-088 | RESEARCH FOREST | IH 45 SB FRTG RD TO GREENBRIDGE | WID 2 TO 4 LNS DIV ART | EA TO BE CONDUCTED BY THE WOODLAND ASSOCIATION |
| 950034 | 0912-37-901 | SAWDUST RD | S MILLBEND TO GLEN LOCH DR | WID 2 TO 4 LNS ART | EA TO BE CONDUCTED BY THE MONTGOMERY COUNTY |
| 950382 | 0179-01-028 | SH 35 | W OF SH 288 TO W END OF PROP FM 521 O/P | WID TO 4 LN DIV RUR | EA TO AUSTIN 3/1/94; AWAITING FONSI |
| 950384 | 0179-02-068 | SH 35 | E OF BRAZOS RIV TO S END SAN BERNARD RIV BR | WID TO 4 LN DIV RUR W/SECT UNDIV | EA TO AUSTIN 3/1/94; AWAITING FONSI |
| 950385 | 0179-03-024 | SH 35 | S END SAN BERNARD RIV BR TO MATAGORDA C/L | WID TO 4 LN DIV | EA TO AUSTIN 3/1/94; AWAITING FONSI |
| 950383 | 0179-02-063 | SH 35 | W END PROP FM 521 O/P TO E OF BRAZOS RIV | WID TO 4 LN DIV RUR | EA TO AUSTIN 3/1/94; AWAITING FONSI |
| 940237 | 0976-07-001 | SH 96 | SH 146 TO IH 45 (S) | CONST 4 LN DIV ON NEW LOC | EA IN PROGRESS |
| 950005 | 0912-37-902 | WALDEN RD | SH FM 105 TO SUBDIV ENTRANCE | WID 2 TO 4 LNS UNDIV | EA TO BE CONDUCTED BY THE MONTGOMERY COUNTY |

# CHAPTER 2

# FEDERALLY FUNDED HIGHWAY PROJECTS

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## FEDERALLY FUNDED HIGHWAY PROJECTS

This chapter of the TIP contains projects to be funded using a federal funding source. These projects are grouped under the funding categories set by ISTEA and the TxDOT PDP as shown in the detailed listing on the following pages.

The following categories are contained under the federal funding source: Interstate Construction, Interstate Maintenance, National Highway System (NHS), Surface Transportation Program (STP), Congestion Mitigation & Air Quality Improvements (CMAQ), Bridge, Commission Strategic Priority, Demonstration Projects, Miscellaneous (Ferry Boat), and the Federal Land Highway Program.

Federal and state legislation specify the types of projects that may be eligible to receive funding under particular provisions. For example, to be eligible to receive funding under STP, a project must address the needs of urbanized populations of 200,000 or more and can only be used on roadways with a functional classification higher than a local road or minor collector (among other requirements). Those projects that have been proposed for the TIP must be eligible for one of the available categories of funding, as shown in the following pages.

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9/29/95

1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
HOUSTON
HOUSTON-GALVESTON MPO

1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0500-03-429 | IH 45<br>AT BELTWAY 8 (SOUTH)<br>.<br>CONSTRUCT 4 DIRECT CONNECTORS (SOUTH-WEST, NORTH | 930259<br>1<br>6<br>1.000 | IH-C<br>1<br>C<br>1117 | $26,768,700<br>$2,974,300<br>$0<br>$29,743,000 | 03/96<br>NEPA |
| HOUSTON<br>HARRIS<br><br>0981-01-064 | NASA 1<br>0.38 MI E OF FM 270<br>0.63 MI E OF SPACE CENTER BLVD.<br>WIDEN TO 6-LANE DIVIDED & RAISE ELEVATION AND TM | 940357A<br>3<br>4<br>2.360 | NHS-M<br>3A<br>C<br>1117 | $14,017,600<br>$3,504,400<br>$0<br>$17,522,000 | 03/96<br>NEPA |
| HOUSTON<br>BRAZORIA<br><br>0192-02-045 | SH 6<br>2.790 MI W OF LP 409 (STA 545+00)<br>0.142 MI E OF LP 409<br>WIDEN TO 6-LANE DIVIDED CURB AND GUTTER | 930012<br>3<br>4<br>2.931 | NHS-M<br>3A<br>C<br>1117 | $8,435,200<br>$2,108,800<br>$0<br>$10,544,000 | 12/95<br>NEPA |
| HOUSTON<br>FORT BEND<br><br>0187-05-034 | SH 36<br>5.2 MI W OF ROSENBERG<br>US 59 FRWY<br>CONSTRUCT 2 LANE RURAL HWY ON NEW LOCATION (ROSE | 940173<br>3<br>0<br>4.800 | NHS-M<br>3A<br>C<br>1117 | $9,076,000<br>$2,269,000<br>$0<br>$11,345,000 | 07/96<br>NEPA |
| HOUSTON<br>MONTGOMERY<br><br>0110-04-159 | IH 45<br>AT ROBINSON RD<br>.<br>CONSTRUCT STORM SEWER OUTFALL | 940539B<br>1<br><br>0.951 | NHS-M<br>3A<br>C<br>1117 | $560,000<br>$140,000<br>$1,184,000<br>$1,884,000 | 10/95<br>SPLIT PROJECT FROM CSJ<br>0110-04-123 |
| HOUSTON<br>MONTGOMERY<br><br>0110-04-158 | IH 45<br>0.798 MI N OF SH 242<br><br>INSTALL FIVE 12'X12' BOX CULVERTS UNDER IH 45 | 940539C<br>1<br><br>0.332 | NHS-M<br>3A<br><br>1117 | $960,000<br>$240,000<br>$0<br>$1,200,000 | 12/95<br>SPLIT PROJECT FROM CSJ<br>0110-04-123 |
| HOUSTON<br>BRAZORIA<br><br>0188-05-030 | SH 36<br>FM 521<br>JONES CREEK<br>SUBGRADE WIDENING, LEVELUP, ACP OVERLAY AND SAFE | 960001<br>3<br>0<br>8.033 | NHS-R<br>3C<br><br>1117 | $2,163,200<br>$540,800<br>$0<br>$2,704,000 | 02/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0187-05-039 | SH 36<br>AT SPT CO RR W OF ROSENBERG<br>.<br>RAILROAD FLASHING SIGNALS | 940173<br>3<br>0<br>0.001 | NHS-MIS<br>3E<br>C<br>1117 | $92,000<br>$23,000<br>$0<br>$115,000 | 07/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0028-01-073 | US 90A<br>BEAUMONT HWY N OF JACINTO CITY<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 76 | 950477<br>3<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>0389-06-079 | SH 146<br>N. TEXAS CITY W OF DICKINSON (SPT)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 75 | 950470<br>2<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>0389-06-080 | SH 146<br>S. KEMAH W OF DICKINSON (SPT)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 75 | 950469<br>2<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0502-01-166 | SH 225<br>LA PORTE FREEWAY IN HOUSTON (SPT)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 75 | 950471<br>5<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>3595-01-004 | SH 275<br>PORT INDUSTRIAL BLVD IN GALVESTON (SPT)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 75 | 950473<br>3<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |

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1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>GALVESTON<br><br>3595-01-005 | SH 275<br>IN GALVESTON ON PORT INDUSTRIAL BLVD AT<br>AT&SF RR<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 84 | 950472<br>3<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>3595-01-006 | SH 275<br>IN GALVESTON ON PORT INDUSTRIAL BLVD AT<br>AT&SF RR<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 84 | 950474<br>3<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>WALLER<br><br>0050-05-063 | US 290<br>FM 362<br>HARRIS C/L<br>IMPROVE TRAFFIC SIGNALS AND INSTALL CONTINUOUS T | 960002<br>5<br>0<br>0.700 | STP-SA<br>4A<br>C<br>1117 | $346,500<br>$38,500<br>$0<br>$385,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0050-06-051 | US 290<br>WALLER C/L<br>0.1 MI W OF FM 2920<br>IMPROVE TRAFFIC SIGNALS AND INSTALL CONTINUOUS T | 960003<br>5<br>0<br>0.400 | STP-SA<br>4A<br>C<br>1117 | $265,500<br>$29,500<br>$0<br>$295,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-453 | CR<br>MILLER CUTOFF W OF BAYTOWN (SPT)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 75 | 950411<br>5<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-450 | CS<br>STRANGE RD IN LA PORTE (SPT)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 75 | 950420<br>7<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-451 | CS<br>26TH STREET IN HOUSTON (SPT)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 75 | 950432<br>7<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-452 | CS<br>TIDAL ROAD IN LA PORTE (PTRA)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 91 | 950435<br>7<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-454 | CS<br>CLINTON DRIVE IN HOUSTON (SPT)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) DOT 75 | 950451<br>4<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-455 | CS<br>CORTLANDT STREET IN HOUSTON (HB&T)<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES (95) | 950456<br>7<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-438 | VA<br>BATTLEGROUND AT DEER PARK<br>.<br>RELOCATE CORYELL CO. OFF-SYS BRIDGE TO MUNICIPAL | HO.HR.0166<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E<br>1117 | $100,000<br>$0<br>$25,000<br>$125,000 | 09/95<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-431 | VA<br>SOUTH RICE AVE.<br>FIRST ST.<br>LANDSCAPING TO PROVIDE SCENIC CORRIDOR | HO.HR.0142<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E<br>1117 | $160,000<br>$0<br>$40,000<br>$200,000 | 04/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-429 | VA<br>SH 146<br>DECKER DRIVE<br>CONSTRUCT HIKE AND BIKE TRAIL | HO.HR.0154<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E,R<br>1117 | $1,123,200<br>$0<br>$280,800<br>$1,404,000 | 05/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>GALVESTON<br><br>0912-73-048 | VA<br>2ND AVE. AT 16TH ST<br>BAY ST AT 14TH AVE. NORTH<br>TEXAS CITY TRAILS LANDSCAPING AND SIGNALS | HO.GV.0144<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E,R<br>1117 | $588,000<br>$0<br>$147,000<br>$735,000 | 05/96<br>EXEMPT 1994 TRANSP. EN<br>HANCEMENT PROG. |

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1996

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|---|---|---|---|---|---|
| HOUSTON<br>MONTGOMERY<br><br>0912-37-079 | VA<br>FM 1774 AND OLD CONROE RD<br>.<br>RENOVATE RAILWAY STATION | HO.MQ.0152<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E<br>1117 | $123,200<br>$0<br>$30,800<br>$154,000 | 06/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-430 | VA<br>TOMBALL RR DEPOT ACTIVITY ACCESS<br>FACILITY AND HIKE & BIKE TRAIL<br>RELOCATE TRAIN DEPOT. CONSTRUCT HIKE/BIKE TRAIL | HO.HR.0149<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E<br>1117 | $75,000<br>$0<br>$25,000<br>$100,000 | 06/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-432 | VA<br>CORPORATE DR<br>DIXIE BRIDGE NEAR HERMAN PARK<br>CONSTRUCT BIKE TRAIL | HO.HR.0188<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E,R<br>1117 | $4,620,000<br>$0<br>$1,155,000<br>$5,775,000 | 06/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-433 | VA<br>DIXIE BRIDGE NEAR HERMAN PARK<br>MASON PARK AT TIPPS ST<br>ON STREET BIKEWAY IMPROVEMENTS | HO.HR.0187<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E,R<br>1117 | $3,911,200<br>$0<br>$977,800<br>$4,889,000 | 06/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-434 | VA<br>IH 610<br>MEDICAL CENTER NETWORK<br>CBD ACCESS ON STREET BIKEWAY NETWORK | HO.HR.0181<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E<br>1117 | $2,246,400<br>$0<br>$561,600<br>$2,808,000 | 06/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-435 | VA<br>BW 8; SAM HOUSTON PKWY; IH 45<br>IH 10; BRAESWOOD; IH 610<br>MEDICAL CENTER/GREENWAY PLAZA/GALLERIA ACCESS ON | HO.HR.0182<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E,R<br>1117 | $4,091,200<br>$0<br>$1,022,800<br>$5,114,000 | 06/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-436 | VA<br>14TH ST<br>S. OF PINEMONT<br>W. WHITE OAK BAYOU TRAIL | HO.HR.0189<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E<br>1117 | $2,081,600<br>$0<br>$520,400<br>$2,602,000 | 06/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0912-71-437 | VA<br>MCKEE AND BUFFALO BAYOU<br>75TH STREET<br>HARRISBURG/SUNSET RAILS TO TRAILS | HO.HR.0192<br>7<br>0<br>0.001 | STP-TE<br>4B<br>C,E,R<br>1117 | $2,421,600<br>$0<br>$605,400<br>$3,027,000 | 06/96<br>EXEMPT 1994 TRANSPORTA<br>TION ENHANCEMENT PROGR<br>AM |
| HOUSTON<br>HARRIS<br><br>0178-09-025 | SH 35<br>IN HOUSTON FROM IH 45<br>O.S.T.<br>CONSTRUCT MAIN LANE BRIDGES, FRONTAGE ROADS & CO | 940302<br>2<br>0<br>1.480 | STP-MM<br>4C<br>C<br>1117 | $14,320,800<br>$3,580,200<br>$2,507,000<br>$20,408,000 | 06/96<br>NEPA |
| HOUSTON<br>HARRIS<br><br>0502-01-159 | SH 225<br>0.640 MI W OF STRANG RD<br>0.082 MI W OF STRANG RD<br>CONSTRUCT 8 MAIN LANES AND TIE-IN TO SH 146 INTE | 940300<br>2<br>4<br>0.558 | STP-MM<br>4C<br>C<br>1117 | $12,768,000<br>$3,192,000<br>$0<br>$15,960,000 | 04/96<br>NEPA ADVANCED FROM FY<br>98 |
| HOUSTON<br>HARRIS<br><br>1743-01-004 | FM 1876<br>OLD RICHMOND RD<br>FORT BEND C/L<br>WIDEN TO 4-LANE DIVIDED CURB AND GUTTER WITH FLU | 940318<br>4<br>2<br>0.400 | STP-MM<br>4C<br>C<br>1117 | $848,000<br>$212,000<br>$0<br>$1,060,000 | 08/96<br>NEPA |
| HOUSTON<br>FORT BEND<br><br>1743-02-016 | FM 1876<br>HARRIS C/L<br>LAKEVIEW DR<br>WIDEN 2 LANES TO 4-LANE DIVIDED CURB AND GUTTER | 940319<br>4<br>2<br>2.996 | STP-MM<br>4C<br>C<br>1117 | $6,088,000<br>$1,522,000<br>$1,770,000<br>$9,380,000 | 08/96<br>NEPA |
| HOUSTON<br>HARRIS<br><br>3055-01-005 | FM 2351<br>IH 45<br>SH 3<br>WIDEN FROM 2 LANES TO 4-LANE DIVIDED | 940293<br>3<br>2<br>1.200 | STP-MM<br>4C<br>C<br>1117 | $2,331,200<br>$582,800<br>$0<br>$2,914,000 | 10/95<br>NEPA |
| HOUSTON<br>BRAZORIA<br><br>0912-31-913 | CR<br>DIXIE FARM RD FROM BEAMER RD<br>SH 35 IN PEARLAND<br>PE TO WIDEN 2 TO 4 LNS WITH CONTINUOUS LEFT TURN | 950053<br>4<br>2<br>0.001 | STP-MM<br>4C<br>E<br>1117 | $280,000<br>$0<br>$70,000<br>$350,000 | 11/95<br>ADVANCED FROM FY 97<br>8/10/95 |

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1996

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>8103-12-003 | MH<br>IN HUMBLE ON TOWNSEN BLVD FR N HOUSTON<br>AVE TO FM 1960 AT WILSON RD<br>NEW LOCATION - 2 LANE CONCRETE PAVEMENT WITH | 930192<br>4<br>0<br>1.130 | STP-MM<br>4C<br>C<br>1117 | $1,012,800<br>$253,200<br>$0<br>$1,266,000 | 08/96<br>NEPA |
| HOUSTON<br>BRAZORIA<br><br>0598-04-014 | SH 288<br>AT OYSTER CREEK DR<br>.<br>CONSTRUCT GRADE SEPARATION | 940298<br>2<br>4<br>0.530 | STP-UM<br>4D<br>C<br>1117 | $2,280,800<br>$570,200<br>$0<br>$2,851,000 | 08/96<br>NEPA |
| HOUSTON<br>GALVESTON<br><br>0912-73-052 | CS<br>ON JOHNNY PALMER RD FROM IH 45<br>FM 1764 IN TEXAS CITY<br>RECONSTRUCT AND WIDEN TO 4 LANES | 940066<br>4<br><br>0.500 | STP-UM<br>4D<br>C,E<br>1117 | $500,000<br>$0<br>$500,000<br>$1,000,000 | 05/96 |
| HOUSTON<br>GALVESTON<br><br>0912-73-046 | MH<br>ON BAY AREA BLVD FR 0.3 MI N OF FM 518<br>FM 518<br>CONSTRUCT 4-LANE DIVIDED CURB & GUTTER SECTION I | 930176<br>3<br>0<br>0.300 | STP-UM<br>4D<br>C<br>1117 | $701,600<br>$175,400<br>$0<br>$877,000 | 07/96<br>NEPA |
| HOUSTON<br>MONTGOMERY<br><br>0720-02-053 | SH 249<br>CRIPPLE CREEK RD<br>HARRIS C/L<br>CONSTRUCT TWO 3-LANE FRONTAGE ROADS | 940290<br>3<br>2<br>1.289 | STP-RM<br>4E<br>C<br>1117 | $4,907,200<br>$1,226,800<br>$0<br>$6,134,000 | 03/96<br>NEPA;COST INCREASE<br>SINCE FY 95 TRADE FAIR |
| HOUSTON<br>MONTGOMERY<br><br>0720-02-052 | SH 249<br>FM 1774<br>WEST ROLLINGWOOD RD<br>CONSTRUCT TWO 3-LANE FRONTAGE ROADS | 930214<br>3<br>2<br>0.730 | STP-RM<br>4E<br>C<br>1117 | $4,031,200<br>$1,007,800<br>$0<br>$5,039,000 | 05/96<br>NEPA |
| HOUSTON<br>BRAZORIA<br><br>0178-03-118 | SH 35<br>BS 35C (S)<br>SPUR 28<br>ACP OVERLAY AND ADD SHOULDER | 950396<br>4<br>0<br>12.262 | STP-RE<br>4F<br>C<br>1117 | $2,400,000<br>$600,000<br>$0<br>$3,000,000 | 03/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0027-08-129 | US 90A<br>BRAZOS RIVER<br>FM 1876 (IN SECTIONS)<br>LEVELUP AND ACP OVERLAY | 940636<br>3<br>0<br>7.346 | STP-RE<br>4F<br>C<br>1117 | $3,596,800<br>$899,200<br>$0<br>$4,496,000 | 07/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>1685-05-057 | SH 6<br>0.395 MI E OF HEMPSTEAD RD<br>0.365 MI W OF HEMPSTEAD RD<br>PROVIDE OVERPASS WITH ACCESS ROADS, @ SP RR & OL | 940295<br>3<br>4<br>0.760 | STP-RRX<br>4G<br>C<br>1117 | $7,910,400<br>$1,977,600<br>$0<br>$9,888,000 | 05/96<br>NEPA |
| HOUSTON<br>HARRIS<br><br>0981-01-084 | NASA 1<br>0.38 MI E OF FM 270<br>0.63 MI E OF SPACE CENTER BLVD<br>INSTALL SIGNAL COORDINATION SYSTEM | 930556A<br>3<br>4<br>2.360 | CMAQ<br>5<br>C<br>1117 | $400,000<br>$100,000<br>$0<br>$500,000 | 03/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>3256-01-068 | BW 8<br>CLAY RD<br>SH 249<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940238<br>2<br>0<br>11.320 | CMAQ<br>5<br>C<br>1117 | $223,200<br>$55,800<br>$0<br>$279,000 | 09/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>3256-02-050 | BW 8<br>HARDY ST<br>WILSON OAKS<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940239<br>2<br>0<br>7.980 | CMAQ<br>5<br>C<br>1117 | $110,400<br>$27,600<br>$0<br>$138,000 | 09/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>3256-03-059 | BW 8<br>LOCKWOOD<br>IH 10 EAST<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940240<br>2<br>0<br>12.397 | CMAQ<br>5<br>C<br>1117 | $132,800<br>$33,200<br>$0<br>$166,000 | 09/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0271-07-226 | IH 10<br>CAMPBELL RD<br>BINGLE RD IN SPRING VALLEY<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940248<br>1<br>0<br>0.920 | CMAQ<br>5<br>C<br>1117 | $80,000<br>$20,000<br>$0<br>$100,000 | 12/95<br>EXEMPT |

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0508-01-262 | IH 10<br>SHELDON ROAD<br>NORTH MAIN IN HOUSTON<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940249<br>1<br>0<br>10.040 | CMAQ<br>5<br>C<br>1117 | $80,000<br>$20,000<br>$0<br>$100,000 | 12/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0271-07-225 | IH 10<br>SH 6, ELDRIDGE, DAIRY ASHFORD, WILCREST,<br>KIRKWOOD, CAMPBELL, BINGLE & SILBER<br>ADD LEFT TURN LANES AT FRONTAGE RDS | 950197<br>1<br>0<br>10.623 | CMAQ<br>5<br>C<br>1117 | $2,400,000<br>$600,000<br>$0<br>$3,000,000 | 07/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0271-06-080 | IH 10<br>SH 6<br>FT BEND COUNTY LINE<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950177<br>1<br>0<br>6.000 | CMAQ<br>5<br>C<br>1117 | $5,520,000<br>$1,380,000<br>$0<br>$6,900,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0508-01-258 | IH 10<br>SAN JACINTO ST<br>SPUR 330<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 940266<br>1<br>8<br>18.987 | CMAQ<br>5<br>C<br>1117 | $9,114,400<br>$2,278,600<br>$0<br>$11,393,000 | 08/96<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0178-02-069 | SH 35<br>ORANGE<br>WALNUT<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930560<br>3<br>5<br>0.650 | CMAQ<br>5<br>C<br>1117 | $104,000<br>$26,000<br>$0<br>$130,000 | 03/96<br>EXMEPT |
| HOUSTON<br>BRAZORIA<br><br>0188-04-037 | SH 36<br>GAINS<br>MP RR<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940272<br>3<br>4<br>1.476 | CMAQ<br>5<br>C<br>1117 | $236,000<br>$59,000<br>$0<br>$295,000 | 07/96<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0188-05-029 | SH 36<br>MP RR<br>FM 521 SOUTH<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940273<br>3<br>4<br>0.588 | CMAQ<br>5<br>C<br>1117 | $25,600<br>$6,400<br>$0<br>$32,000 | 07/96<br>EXEMPT |
| HOUSTON<br>MONTGOMERY<br><br>0177-05-074 | US 59<br>FM 1485<br>FM 1314<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940251<br>2<br>0<br>3.740 | CMAQ<br>5<br>C<br>1117 | $96,000<br>$24,000<br>$0<br>$120,000 | 02/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0027-08-138 | US 90A<br>FM 1092<br>FM 2234<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930590<br>3<br>4<br>1.717 | CMAQ<br>5<br>C<br>1117 | $274,400<br>$68,600<br>$0<br>$343,000 | 01/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0389-15-011 | BS 146D<br>SH 146<br>FAIRMONT PKWY<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940276<br>4<br>4<br>1.497 | CMAQ<br>5<br>C<br>1117 | $240,000<br>$60,000<br>$0<br>$300,000 | 07/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0720-03-096 | SH 249<br>TOMBALL HILLS<br>GRAHAM IN TOMBALL<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930594<br>5<br>4<br>1.891 | CMAQ<br>5<br>C<br>1117 | $302,400<br>$75,600<br>$0<br>$378,000 | 04/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0598-01-057 | SH 288<br>US 59<br>BRAZORIA C/L<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 940268<br>2<br>8<br>11.388 | CMAQ<br>5<br>C<br>1117 | $3,720,000<br>$930,000<br>$0<br>$4,650,000 | 09/95<br>EXEMPT ID 940268 & ID<br>940269 COMBINED INTO<br>ONE PROJECT |
| HOUSTON<br>BRAZORIA<br><br>0111-08-104 | SH 288<br>PARK<br>SH 36<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940270<br>3<br>4<br>4.794 | CMAQ<br>5<br>C<br>1117 | $382,400<br>$95,600<br>$0<br>$478,000 | 05/96<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0976-02-070 | FM 518<br>HARKEY O`DAY<br>WESTMINSTER<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930595<br>3<br>4<br>2.960 | CMAQ<br>5<br>C<br>1117 | $473,600<br>$118,400<br>$0<br>$592,000 | 03/96<br>EXEMPT |

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1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0271-15-063 | IH 610<br>AT SHIP CHANNEL BRIDGE<br>.<br>INSTALL STAND PIPE SYSTEM | 930541<br>1<br>0<br>0.001 | CMAQ<br>5<br>C<br>1117 | $160,000<br>$40,000<br>$0<br>$200,000 | 02/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>1062-05-007 | FM 1942<br>BU 90U<br>FM 1942<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940278<br>5<br>0<br>0.440 | CMAQ<br>5<br>C<br>1117 | $70,400<br>$17,600<br>$0<br>$88,000 | 08/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>2105-01-026 | FM 2234<br>US 90A<br>QUAIL RUN<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930606<br>4<br>4<br>3.330 | CMAQ<br>5<br>C<br>1117 | $532,800<br>$133,200<br>$0<br>$666,000 | 01/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>2941-02-032 | FM 2920<br>SH 249<br>CHERRY IN TOMBALL<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930609<br>5<br>4<br>1.135 | CMAQ<br>5<br>C<br>1117 | $181,600<br>$45,400<br>$0<br>$227,000 | 04/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>3420-01-007 | FM 3345<br>FM 1092<br>FM 2234<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930610<br>4<br>4<br>2.277 | CMAQ<br>5<br>C<br>1117 | $364,000<br>$91,000<br>$0<br>$455,000 | 01/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0912-34-920 | CS<br>DULLES AVE AT DULLES H.S. CAMPUS<br>IN SUGAR LAND<br>TRAFFIC SIGNAL | 940021<br>4<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $80,000<br>$0<br>$20,000<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0912-34-921 | CS<br>BURNEY RD AT VOSS RD IN SUGAR LAND<br>.<br>TRAFFIC SIGNAL | 940024<br>4<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $80,000<br>$0<br>$20,000<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0912-34-922 | CS<br>WEST AIRPORT BLVD AT INDUSTRIAL BLVD<br>IN SUGAR LAND<br>TRAFFIC SIGNAL | 940025<br>4<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $80,000<br>$0<br>$20,000<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0912-34-983 | CS<br>DAIRY ASHFORD AT CORPORATE BLVD<br>IN SUGAR LAND<br>TRAFFIC SIGNAL | 940027<br>4<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $80,000<br>$0<br>$20,000<br>$100,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-00-090 | VA<br>VARIOUS<br>.<br>INSTALL INTELLIGENT VEHICLE HIGHWAY SYSTEMS | 930614<br>0<br>0<br>0.001 | CMAQ<br>5<br>C<br>1117 | $1,600,000<br>$400,000<br>$0<br>$2,000,000 | 09/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-00-094 | VA<br>VARIOUS LIMITS<br>.<br>PROVIDE FOR AN INTEGRATED CHANGEABLE MESSAGE SIG | 930586C<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $280,000<br>$70,000<br>$0<br>$350,000 | 09/95 |
| HOUSTON<br>HARRIS<br><br>0912-00-098 | VA<br>VARIOUS<br>.<br>UPGRADE SPECIFICATIONS FOR CCTV AND COMMUNICATIO | 930586C<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $120,000<br>$30,000<br>$0<br>$150,000 | 09/95<br>EXEMPT SPLIT PROJECT |
| HOUSTON<br>HARRIS<br><br>0912-00-900 | VA<br>I/M PROGRAM OUTREACH - FY 95<br>.<br>RESEARCH/OUTREACH, REMOTE SENSING & QUALITY CONT | 950134<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $600,000<br>$0<br>$150,000<br>$750,000 | 09/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-00-905 | VA<br>MAIN/TRAVIS/MCKINNEY/LAMAR<br>.<br>HOUSTON DOWNTOWN TRANSIT SUPERSTOP PRELIMINARY E | 950070<br>0<br>0<br>0.001 | CMAQ<br>5<br>E<br>1117 | $216,000<br>$0<br>$54,000<br>$270,000 | 09/95<br>EXEMPT LOCAL MATCH BY<br>HOUSTON DOWNTOWN<br>DISTRICT |

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1996

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0912-00-936 | VA<br>8-COUNTY NON-ATTAINMENT AREA<br>.<br>VANPOOL PGM TO SUPPORT ETR (QUICK START) FY96 | 9400808<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $1,008,800<br>$0<br>$252,200<br>$1,261,000 | 09/95<br>EXEMPT PROJECT SPLIT |
| HOUSTON<br>HARRIS<br><br>0912-00-960 | VA<br>VARIOUS LIMITS<br>.<br>FUTURE CONGESTION, MITIGATION, AIR QUALITY PROJE | 930611<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $576,800<br>$144,200<br>$0<br>$721,000 | 09/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-461 | VA<br>VARIOUS LIMITS ON IH 45<br>.<br>PURCHASE TRAFFIC SIGNAL EQUIPMENT TO INSTALL CLO | 930586B<br>1<br>0<br>14.150 | CMAQ<br>5<br>C<br>1117 | $160,000<br>$40,000<br>$0<br>$200,000 | 09/95<br>EXEMPT FUNDING FROM<br>CSJ 912-00-988 |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-077 | VA<br>TOWN CENTER PEDESTRIAN/TRANSIT CENTER<br>CORRIDOR IN THE WOODLANDS (PHASE II)<br>CONSTRUCT PEDESTRIAN/ TRANSIT WAY | 940142<br>7<br>0<br>2.360 | CMAQ<br>5<br>T<br>1117 | $4,927,000<br>$0<br>$1,231,000<br>$6,158,000 | 11/95 |
| HOUSTON<br>HARRIS<br><br>0912-00-051 | VA<br>VARIOUS<br>.<br>INSTALL HIGHWAY ADVISORY RADIO | 930554<br>1<br>0<br>0.001 | CMAQ<br>5<br>C<br>1117 | $200,000<br>$50,000<br>$0<br>$250,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-00-101 | VA<br>H-GAC OZ NONATNMT AREA ALT FLD VEH PROG<br>.<br>ALTERNATIVE FLEET FUELED VEHICLES PROGRAM FY96 | 9500698<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $700,000<br>$0<br>$175,000<br>$875,000 | 08/96<br>EXEMPT SPLIT FROM CSJ<br>0912-00-068 |
| HOUSTON<br>HARRIS<br><br>0912-00-907 | VA<br>VARIOUS<br>.<br>FY 96 REGIONAL COMMUTE ALTERNATIVES PROGRAM | 950207B<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $2,224,000<br>$0<br>$556,000<br>$2,780,000 | 08/96<br>EXEMPT LOCAL MATCH<br>VARIES |
| HOUSTON<br>HARRIS<br><br>0912-00-934 | VA<br>VARIOUS LIMITS<br>.<br>I/M REPAIR TRAINING PROGRAM (TACB) | 940078<br>7<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $209,600<br>$52,400<br>$0<br>$262,000 | 08/96<br>EXEMPT REPROGRAMMED F<br>ROM FY 94 COV |
| HOUSTON<br>HARRIS<br><br>0912-00-989 | VA<br>VARIOUS<br>.<br>SYSTEM DEVELOPMENT, OPERATION, ANS MAINTENANCE O | 930613<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $1,200,000<br>$300,000<br>$0<br>$1,500,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-00-991 | VA<br>VARIOUS<br>.<br>OPERATION OF MOTORIST ASSISTANCE PROGRAM - FY 96 | 930612<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $464,000<br>$116,000<br>$0<br>$580,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0508-01-231 | IH 10<br>AT SP RAILROAD<br>.<br>REHABILITATE BRIDGES AND APPROACHES | 940841<br>1<br>4<br>0.130 | BRDG-ON<br>6A<br>C<br>1117 | $11,688,800<br>$2,922,200<br>$2,389,000<br>$17,000,000 | 06/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0500-03-472 | IH 45<br>0.02 MI. S. OF DOWLING ST<br>0.16 MI. S. OF DALLAS AVE.<br>REPLACE BRIDGE SLAB, BEAMS AND BENT CAPS | 960004<br>1<br><br>1.418 | BRDG-ON<br>6A<br><br>1117 | $23,760,000<br>$5,940,000<br>$0<br>$29,700,000 | 07/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>GALVESTON<br><br>0912-73-033 | CR<br>SEAWOLF PKWY AT PELICAN ISLAND CHANNEL<br>.<br>REHABILITATE BRIDGE | 930624<br>7<br>2<br>0.612 | BRDG-OF<br>6B<br>C<br>1117 | $2,188,000<br>$0<br>$547,000<br>$2,735,000 | 09/95<br>EXEMPT |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-067 | CR<br>CREEK DR AT SULPHUR BRANCH<br>.<br>REPLACE BRIDGE | 940672<br>7<br>1<br>0.123 | BRDG-OF<br>6B<br>C<br>1117 | $240,000<br>$0<br>$60,000<br>$300,000 | 10/95<br>EXEMPT |

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1996

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|---|---|---|---|---|---|
| HOUSTON<br>MONTGOMERY<br><br>0912-37-064 | CR<br>MUESCHKE RD AT SPRING CREEK<br>.<br>REPLACE BRIDGE IN MONTGOMERY COUNTY | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $141,600<br>$0<br>$35,400<br>$177,000 | 11/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-399 | CR<br>MUESCHKE RD AT SPRING CREEK<br>.<br>REPLACE BRIDGE IN HARRIS COUNTY | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $140,800<br>$0<br>$35,200<br>$176,000 | 11/95<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0912-31-052 | CR<br>CR 108 AT HICKORY SLOUGH<br>.<br>REPLACE BRIDGE | 940669<br>7<br>2<br>0.001 | BRDG-OF<br>6B<br>C<br>1117 | $193,600<br>$0<br>$48,400<br>$242,000 | 12/95<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0912-31-053 | CR<br>CR 109 AT HICKORY SLOUGH<br>.<br>REPLACE BRIDGE | 940670<br>7<br>2<br>0.001 | BRDG-OF<br>6B<br>C<br>1117 | $210,400<br>$0<br>$52,600<br>$263,000 | 12/95<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0912-31-063 | CR<br>C.R. 62 AT CHOCOLATE BAYOU TRIBUTARY<br>IN IOWA COLONY<br>REPLACE BRIDGE | 950302H<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $98,400<br>$0<br>$24,600<br>$123,000 | 12/95<br>SPLIT PROJECT |
| HOUSTON<br>WALLER<br><br>0912-56-020 | CR<br>BOWLER RD AT THREEMILE CREEK<br>.<br>REPLACE BRIDGE | 930629<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $261,600<br>$0<br>$65,400<br>$327,000 | 01/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>0912-73-039 | CR<br>ALGOA-FRIENDSWOOD AT DICKINSON TRIBUTARY<br>.<br>REPLACE BRIDGE | 940673<br>7<br>2<br>0.001 | BRDG-OF<br>6B<br>C<br>1117 | $86,400<br>$0<br>$21,600<br>$108,000 | 01/96<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0912-31-051 | CR<br>CR 569 AT OYSTER CREEK<br>.<br>REPLACE BRIDGE | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $181,600<br>$0<br>$45,400<br>$227,000 | 02/96<br>EXEMPT |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-063 | CR<br>ROBERTS CEMETERY RD. AT SPRING CREEK<br>.<br>REPLACE BRIDGE IN MONTGOMERY COUNTY | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $204,000<br>$0<br>$51,000<br>$255,000 | 04/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-398 | CR<br>ROBERTS CEMETERY RD AT SPRING CREEK<br>.<br>REPLACE BRIDGE IN HARRIS COUNTY | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $204,000<br>$0<br>$51,000<br>$255,000 | 04/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0912-34-063 | CR<br>BRANDON RD AT TURKEY CREEK<br>IN FORT BEND COUNTY<br>REPLACE BRIDGE | 950302L<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $144,800<br>$0<br>$36,200<br>$181,000 | 06/96<br>SPLIT PROJECT |
| HOUSTON<br>FORT BEND<br><br>0912-34-064 | CR<br>MAREK RD AT DRAINAGE DITCH<br>IN FORT BEND COUNTY<br>REPLACE BRIDGE | 950302L<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $132,000<br>$0<br>$33,000<br>$165,000 | 06/96<br>SPLIT PROJECT |
| HOUSTON<br>HARRIS<br><br>0912-71-445 | CR<br>GOSLING RD AT WILLOW CREEK<br>IN HARRIS COUNTY<br>REPLACE BRIDGE | 950302D<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $348,800<br>$0<br>$87,200<br>$436,000 | 06/96<br>SPLIT PROJECT |
| HOUSTON<br>HARRIS<br><br>0912-71-394 | CS<br>FRANZ RD AT BUFFALO BAYOU IN KATY<br>.<br>REPLACE BRIDGE | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $135,200<br>$0<br>$33,800<br>$169,000 | 10/95<br>EXEMPT |

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0912-71-396 | CS<br>AVENUE "A" AT BERRY GULLY<br>IN SOUTH HOUSTON<br>REPLACE BRIDGE | 930629<br>7<br>2<br>0.052 | BRDG-OF<br>6B<br>C<br>1117 | $257,600<br>$0<br>$64,400<br>$322,000 | 10/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-288 | CS<br>IN HOUSTON ON HEIGHTS BLVD AT WHITE OAK<br>BAYOU (SB, NB)<br>REPLACE BRIDGE AND APPROACHES | 930626<br>4<br>2<br>0.090 | BRDG-OF<br>6B<br>C<br>1117 | $1,061,600<br>$0<br>$265,400<br>$1,327,000 | 01/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-405 | CS<br>DIXIE FARM RD AT CLEAR CREEK IN PEARLAND<br>.<br>REPLACE BRIDGE | 930624<br>7<br>2<br>0.001 | BRDG-OF<br>6B<br>C<br>1117 | $960,000<br>$0<br>$240,000<br>$1,200,000 | 01/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-962 | CS<br>SHORE SHADOWS DR AT DRAINAGE DITCH<br>IN HOUSTON<br>REPLACE BRIDGE | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $170,400<br>$0<br>$42,600<br>$213,000 | 01/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-963 | CS<br>BOTANY DR AT DRAINAGE DITCH IN HOUSTON<br>.<br>REPLACE BRIDGE | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $81,600<br>$0<br>$20,400<br>$102,000 | 01/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-964 | CS<br>N MAIN ST AT LITTLE WHITE OAK BAYOU<br>IN HOUSTON<br>REPLACE BRIDGE | 930624<br>7<br>4<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $310,400<br>$0<br>$77,600<br>$388,000 | 01/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>0912-73-031 | CS<br>JONES RD (EB) AT LAKE MADELEINE<br>IN GALVESTON<br>REPLACE BRIDGE | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $160,800<br>$0<br>$40,200<br>$201,000 | 01/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0912-34-055 | CS<br>LOMBARDY AT OYSTER CREEK IN SUGAR LAND<br>.<br>REPLACE BRIDGE | 940676<br>7<br>2<br>0.001 | BRDG-OF<br>6B<br>C<br>1117 | $156,000<br>$0<br>$39,000<br>$195,000 | 05/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0912-34-065 | CS<br>GOLFVIEW DR AT RABBS BAYOU IN RICHMOND<br>.<br>REPLACE BRIDGE | 950302M<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $171,200<br>$0<br>$42,800<br>$214,000 | 06/96<br>SPLIT PROJECT |
| HOUSTON<br>HARRIS<br><br>8050-12-003 | MH<br>IN HOUSTON ON N SHEPHERD DR AT WHITE OAK<br>BAYOU<br>REHABILITATE BRIDGE AND APPROACHES | 930628<br>3<br>2<br>0.108 | BRDG-OF<br>6B<br>C<br>1117 | $422,400<br>$0<br>$105,600<br>$528,000 | 09/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>3256-04-031 | BW 8<br>0.29 MI E OF US 90A<br>0.23 MI E OF FONDREN RD<br>CONSTRUCT 4-LANE FREEWAY FACILITY CONSISTING OF | 940874D<br>2<br>0<br>0.733 | STRAT<br>12<br>T<br>1117 | $2,349,500<br>$0<br>$2,349,500<br>$4,699,000 | 09/95<br>NEPA |
| HOUSTON<br>HARRIS<br><br>3256-04-045 | BW 8<br>0.22 MI W OF WAYSIDE DR<br>0.84 MI E OF WAYSIDE DR<br>CONSTRUCT 4-LANE FREEWAY FACILITY CONSISTING OF | 940874R<br>2<br>0<br>0.494 | STRAT<br>12<br>T<br>1117 | $2,558,500<br>$0<br>$2,558,500<br>$5,117,000 | 09/95<br>NEPA |
| HOUSTON<br>HARRIS<br><br>3256-04-049 | BW 8<br>0.23 MI E OF MONROE ST<br>0.45 MI E OF BLACKHAWK BLVD<br>CONSTRUCT 4-LANE FREEWAY FACILITY CONSISTING OF | 940874V<br>2<br>0<br>1.004 | STRAT<br>12<br>T<br>1117 | $2,295,500<br>$0<br>$2,295,500<br>$4,591,000 | 09/95<br>NEPA |
| HOUSTON<br>HARRIS<br><br>3256-04-050 | BW 8<br>0.45 MI E OF BLACKHAWK BLVD<br>0.25 MI E OF BEAMER RD<br>CONSTRUCT 4-LANE FREEWAY FACILITY CONSISTING OF | 940874W<br>2<br>0<br>1.207 | STRAT<br>12<br>T<br>1117 | $3,167,500<br>$0<br>$3,167,500<br>$6,335,000 | 09/95<br>NEPA |

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1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>3256-03-057 | BW 8<br>1.31 MI S OF GENOA-RED BLUFF RD<br>0.44 MI N OF SH 225<br>SIGNING & STRIPING | 940872H<br>2<br>4<br>7.700 | STRAT<br>12<br>T<br>1117 | $635,500<br>$0<br>$635,500<br>$1,271,000 | 10/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>3256-04-037 | BW 8<br>0.23 MI E OF HIRAM CLARKE<br>0.29 E OF ALMEDA RD<br>CONSTRUCT 4-LANE FREEWAY FACILITY CONSISTING OF | 940874J<br>2<br>0<br>0.913 | STRAT<br>12<br>T<br>1117 | $2,186,000<br>$0<br>$2,186,000<br>$4,372,000 | 10/95<br>NEPA |
| HOUSTON<br>HARRIS<br><br>3256-04-038 | BW 8<br>0.29 MI E OF ALMEDA<br>0.25 MI W OF KIRBY DR<br>CONSTRUCT 4-LANE FREEWAY FACILITY CONSISTING OF | 940874K<br>2<br>0<br>0.822 | STRAT<br>12<br>T<br>1117 | $1,105,000<br>$0<br>$3,315,000<br>$4,420,000 | 10/95<br>NEPA |
| HOUSTON<br>HARRIS<br><br>3256-03-063 | BW 8<br>AT THE HOUSTON SHIP CHANNEL BRIDGE TOLL PLAZA<br><br>RECONSTRUCT EXISTING TOLL PLAZA | 950496<br>2<br>0<br>0.050 | STRAT<br>12<br>C<br>1117 | $1,950,000<br>$0<br>$1,950,000<br>$3,900,000 | 11/95<br>TO BE FUNDED BY THE $9<br>0 MIL. SET ASIDE FOR S<br>AM HOUSTON TOLLWAY AM |
| HOUSTON<br>HARRIS<br><br>3256-03-037 | BW 8<br>0.49 MI SW OF SH 3<br>0.5 MI SW OF IH 45<br>CONSTRUCT 6 FREEWAY MAIN LANES | 940560<br>2<br>0<br>1.060 | NHS-M<br>12<br>C<br>1117 | $1,272,000<br>$318,000<br>$0<br>$1,590,000 | 03/96<br>NEPA PREVIOUSLY CAT. 3<br>A IN 1995 PDP |
| HOUSTON<br>HARRIS<br><br>3256-04-020 | BW 8<br>0.5 MI SW OF IH 45<br>0.25 MI E OF BEAMER<br>CONSTRUCT 6, 8 & 10 MAIN LANES | 940871<br>2<br>0<br>0.761 | NHS-M<br>12<br>C<br>1117 | $8,282,400<br>$2,070,600<br>$0<br>$10,353,000 | 03/96<br>NEPA PREVIOUSLY CAT.<br>3A IN 1995 PDP |
| HOUSTON<br>HARRIS<br><br>3256-04-051 | BW 8<br>0.76 MI W OF W AIRPORT<br>0.45 MI E OF KIRBY<br>ILLUMINATION | 940874X<br>2<br>0<br>10.700 | STRAT<br>12<br>T<br>1117 | $500,000<br>$0<br>$500,000<br>$1,000,000 | 03/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>3256-04-053 | BW 8<br>0.45 MI E OF KIRBY<br>0.29 MI E OF BEAMER RD<br>ILLUMINATION | 940874AA<br>2<br>4<br>10.400 | STRAT<br>12<br>T<br>1117 | $271,000<br>$0<br>$813,000<br>$1,084,000 | 04/96<br>NEPA |
| HOUSTON<br>HARRIS<br><br>3256-04-056 | BW 8<br>0.76 MI W OF W AIRPORT<br>0.45 MI E OF KIRBY<br>MAINLANE TOLL PLAZA & 8 RAMP PLAZAS | 940874AA<br>2<br>4<br>10.700 | STRAT<br>12<br>C<br>1117 | $2,825,500<br>$0<br>$2,825,500<br>$5,651,000 | 04/96<br>NEPA SPLIT PROJECT |
| HOUSTON<br>HARRIS<br><br>3256-03-062 | BW 8<br>0.28 MI S OF MP RR<br>0.51 MI NO OF MP RR<br>CONSTRUCT BRAIDED RAMP AND BRIDGE OVER MP RR | 950495<br>2<br>0<br>0.790 | STRAT<br>12<br>C<br>1117 | $2,850,000<br>$0<br>$2,850,000<br>$5,700,000 | 06/96<br>TO BE FUNDED BY THE $9<br>0 MIL. SET ASIDE FOR S<br>AM HOUSTON TOLLWAY AM |
| HOUSTON<br>HARRIS<br><br>3256-04-052 | BW 8<br>0.76 MI W OF W AIRPORT<br>0.45 MI E OF KIRBY<br>SIGNING & STRIPING | 940874Z<br>2<br>4<br>10.700 | STRAT<br>12<br>T<br>1117 | $750,000<br>$0<br>$750,000<br>$1,500,000 | 08/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>3256-04-054 | BW 8<br>0.45 MI E OF KIRBY<br>0.25 MI E OF BEAMER RD<br>SIGNING & STRIPING | 940874BB<br>2<br>4<br>10.400 | STRAT<br>12<br>T<br>1117 | $472,500<br>$0<br>$1,417,500<br>$1,890,000 | 08/96<br>NEPA |
| HOUSTON<br>HARRIS<br><br>3256-04-057 | BW 8<br>0.45 MI E OF KIRBY<br>0.25 MI E OF BEAMER RD<br>MAINLANE TOLL PLAZA & 8 RAMP PLAZAS | 950492<br>2<br>4<br>10.400 | STRAT<br>12<br>T<br>1117 | $2,825,500<br>$0<br>$2,825,500<br>$5,651,000 | 08/96<br>NEPA |
| HOUSTON<br>FORT BEND<br><br>0027-12-088 | US 59<br>SH 6<br>SWEETWATER BLVD<br>RAMP RELOCATIONS AND CONSTRUCT FRONTAGE ROADS | 950494<br>2<br>4<br>0.850 | STRAT<br>12<br>C<br>1117 | $1,872,500<br>$0<br>$1,872,500<br>$3,745,000 | 11/95 |

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1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0389-12-064 | SH 146<br>0.455 MI N OF SH 225<br>0.417 MI N OF W BARBOURS CUT BLVD<br>CONSTRUCT 3-LEVEL INTERCHANGE OVER SH 225 | 940549<br>2<br>4<br>1.112 | NHS-M<br>12<br>C<br>1117 | $17,316,900<br>$21,165,100<br>$0<br>$38,482,000 | 07/96<br>NEPA PREVIOUSLY CAT 3<br>A IN 1995 PDP ADVANC<br>ED FROM FY98 |
| HOUSTON<br>HARRIS<br><br>0912-71-366 | VA<br>IN HOUSTON AT VARIOUS LOCATIONS<br><br>SMART COMMUTER INTELLIGENT VEHICLE HIGHWAY SYSTE | 960044<br>0<br>0<br>0.001 | DEMO<br>15<br><br>1117 | $2,000,000<br>$0<br>$0<br>$2,000,000 | 09/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-464 | VA<br>VARIOUS<br><br>IVHS PRIORITY CORRIDOR - PROGRAM ADMINISTRATION | 960045<br>0<br>0<br>0.001 | DEMO<br>15<br><br>1117 | $200,000<br>$0<br>$0<br>$200,000 | 09/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-465 | VA<br>VARIOUS<br><br>MONITORING/WARNING SYSTEMS FOR FREEWAY TO FREEWA | 960046<br>0<br>0<br>0.001 | DEMO<br>15<br><br>1117 | $220,000<br>$0<br>$0<br>$220,000 | 09/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>GALVESTON<br><br>0367-05-900 | SH 87<br>GALVESTON ISLAND<br>BOLIVAR ISLAND<br>FRESH WATER BALLAST SYSTEM & ENGINE KEEL COOLER | 960050<br>4<br>0<br>0.001 | FERRY<br>16F<br><br>1117 | $0<br>$130,000<br>$0<br>$130,000 | 10/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>GALVESTON<br><br>0367-06-903 | SH 87<br>AT GALVESTON FERRY LANDING<br><br>EXPAND ADMINISTRATIVE OFFICE | 950378<br>3<br>0<br>0.001 | FERRY<br>16F<br>C<br>1117 | $360,000<br>$90,000<br>$0<br>$450,000 | 01/96<br>EXEMPT |
| | | | | | |

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1997

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|---|---|---|---|---|---|
| HOUSTON<br>GALVESTON<br><br>0500-04-085 | IH 45<br>0.547 KM N OF FM 646<br>HUGHES RD.<br>RAISE ROADWAY DUE TO FLOODING | 950387<br>1<br>0<br>3.362 | IH-M<br>2<br>C<br>1117 | $6,975,000<br>$775,000<br>$0<br>$7,750,000 | 10/96<br>EXEMPT |
| HOUSTON<br>MONTGOMERY<br><br>0110-04-147 | IH 45<br>0.382 MI N OF RAYFORD-SAWDUST RD<br>0.318 MI S OF TAMINA RD<br>REHABILITATE EXISTING MAIN LANES | 940515<br>1<br>4<br>2.890 | IH-M<br>2<br>C<br>1117 | $6,135,300<br>$681,700<br>$0<br>$6,817,000 | 12/96<br>EXEMPT |
| HOUSTON<br>MONTGOMERY<br><br>0110-04-123 | IH 45<br>0.382 MI N OF RAYFORD-SAWDUST RD<br>0.318 MI S OF TAMINA RD<br>WIDEN TO 10 & 8 M.L. W/ FR RDS, TMS & PROVISION | 940539A<br>1<br>4<br>3.099 | NHS-M<br>3A<br>C<br>1117 | $17,854,400<br>$4,463,600<br>$0<br>$22,318,000 | 12/96<br>NEPA |
| HOUSTON<br>HARRIS<br><br>0177-06-045 | US 59<br>BIRCHRIDGE<br>627.51' S OF S END BF 1960A<br>WIDEN TO 8 & 10 MAIN LANES W/FR RDS & PROVISION | 940545<br>2<br>4<br>0.896 | NHS-M<br>3A<br>C<br>1117 | $12,156,000<br>$3,039,000<br>$1,878,000<br>$17,073,000 | 12/96<br>NEPA TO BE LET WITH<br>CSJ 177-6-60 |
| HOUSTON<br>HARRIS<br><br>0598-01-050 | SH 288<br>AT SIMS BAYOU<br>.<br>DRILL SHAFTS VERTICAL HEADWALL | 950392<br>2<br>0<br>0.082 | NHS-R<br>3C<br>C<br>1117 | $734,400<br>$183,600<br>$0<br>$918,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0111-01-072 | FM 521<br>AT SIMS BAYOU<br>.<br>DRILL SHAFTS VERTICAL HEADWALL | 950390<br>3<br>0<br>0.096 | NHS-R<br>3C<br>C<br>1117 | $355,200<br>$88,800<br>$0<br>$444,000 | 08/97<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0586-01-059 | SH 332<br>SH 332/SH 288 WITH BS 288 INTERCHANGE<br>.<br>SAFETY LIGHTING | 960056<br>2<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $394,200<br>$43,800<br>$0<br>$438,000 | 12/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0912-34-067 | CS<br>FOURTH ST<br>FIFTH ST IN RICHMOND<br>COURTHOUSE RESTORATION | HO.FB.0486<br>0<br>0<br>0.001 | STP-TE<br>4B<br>E<br>1117 | $240,000<br>$0<br>$60,000<br>$300,000 | 01/97 |
| HOUSTON<br>HARRIS<br><br>0912-71-459 | VA<br>IN FREEDMANS TOWN<br>IN HOUSTON<br>RECONSTRUCT STREET | HO.HR.0481<br>5<br>0<br>2.414 | STP-TE<br>4B<br>C,E<br>1117 | $644,000<br>$0<br>$161,000<br>$805,000 | 01/97<br>ENHANCEMENT ADDED |
| HOUSTON<br>HARRIS<br><br>0912-71-460 | VA<br>4500 FT. EAST OF GARNERS BAYOU<br>UNION PACIFIC RR CROSSING_IN HOUSTON0922<br>WETLANDS CREATION | HO.HR.0492<br>2<br>0<br>0.760 | STP-TE<br>4B<br>C,E<br>1117 | $1,632,000<br>$0<br>$408,000<br>$2,040,000 | 01/97<br>ENHANCEMENT ADDED |
| HOUSTON<br>HARRIS<br><br>0027-09-070 | US 90A<br>0.4 MI W OF HIRAM CLARKE RD<br>0.1 MI W OF GLENCOVE<br>WIDEN TO 6 LANE-DIVIDED WITH 2-LANE ACCESS ROADS | 930108<br>3<br>4<br>1.687 | STP-MM<br>4C<br>C<br>1117 | $21,284,000<br>$5,321,000<br>$0<br>$26,605,000 | 07/97<br>NEPA |
| HOUSTON<br>HARRIS<br><br>0912-71-930 | CS<br>BELLFORT AT ALMEDA RD IN HOUSTON<br>.<br>CONSTRUCT GRADE SEPARATION | 940050<br>4<br>0<br>0.500 | STP-MM<br>4C<br>C,E<br>1117 | $2,488,000<br>$0<br>$622,000<br>$3,110,000 | 11/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0912-34-901 | CS<br>W AIRPORT FROM US 59<br>ELDRIDGE RD (PHASE I) IN SUGAR LAND<br>WIDEN FROM 2 TO 4 LANES DIVIDED | 950025<br>4<br>2<br>0.001 | STP-MM<br>4C<br>C,E<br>1117 | $2,211,200<br>$0<br>$552,800<br>$2,764,000 | 08/97 |
| HOUSTON<br>FORT BEND<br><br>0912-34-902 | CS<br>DAIRY ASHFORD RD FROM STILES RD<br>WEST BELLFORT IN SUGAR LAND<br>WIDEN FROM 2 TO 4 LANES DIVIDED BLVD WITH LEFT T | 950024<br>4<br>2<br>0.001 | STP-MM<br>4C<br>C,E<br>1117 | $4,131,200<br>$0<br>$1,032,800<br>$5,164,000 | 08/97 |

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1997

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0912-71-904 | CS<br>MYKAWA RD FROM S WAYSIDE<br>SOUTHCREST IN HOUSTON<br>WIDEN FROM 2 TO 4 LANES; INCLUDES ENG & CONST O | 950089<br>4<br>2<br>0.001 | STP-MM<br>4C<br>C,E<br>1117 | $2,720,000<br>$0<br>$680,000<br>$3,400,000 | 08/97 |
| HOUSTON<br>HARRIS<br><br>0912-71-905 | CS<br>LEY RD AT HB&T RR<br><br>CONSTRUCT GRADE SEPARATION CONSISTING OF 4 LANES | 950091<br>4<br>0<br>0.001 | STP-MM<br>4C<br>C,E<br>1117 | $2,560,000<br>$0<br>$640,000<br>$3,200,000 | 08/97<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0111-07-037 | BS 288B<br>SH 35<br>DWYER ST (ANGLETON BYPASS)<br>CONSTRUCT 4-LANE DIVIDED ON NEW LOCATION & OVERP | 950161<br>3<br>0<br>0.900 | STP-UM<br>4D<br>C<br>1117 | $2,663,200<br>$665,800<br>$0<br>$3,329,000 | 08/97<br>NEPA COST INCREASE SI<br>NCE 95 TRADE FAIR |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-088 | CR<br>RESEARCH FOREST DR FROM IH 45 SB FRTG RD<br>GREENBRIDGE DR<br>WIDEN FROM 2 TO 4 LANES DIVIDED ART. | 950033<br>4<br>2<br>0.001 | STP-UM<br>4D<br>C,E<br>1117 | $1,900,000<br>$0<br>$475,000<br>$2,375,000 | 11/96<br>— |
| HOUSTON<br>HARRIS<br><br>0912-71-427 | CS<br>ON BROWN/HUFFSMITH RD FR W HUFFSMITH/<br>BAKER RD TO SH 249 IN TOMBALL<br>2 LANES ON NEW LOCATION | 940006<br>5<br>0<br>1.000 | STP-UM<br>4D<br>C,E,R<br>1117 | $968,000<br>$0<br>$242,000<br>$1,210,000 | 12/96 |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-087 | CS<br>WALDEN RD FROM SH 105<br>WALDEN ON LAKE CONROE SUBDIV<br>WIDEN FROM 2 TO 4 LANES UNDIVIDED | 950005<br>5<br><br>0.001 | STP-RM<br>4E<br>C,E<br>1117 | $2,872,000<br>$0<br>$717,000<br>$3,589,000 | 08/97 |
| HOUSTON<br>FORT BEND<br><br>0027-12-081 | US 59<br>HARRIS C/L<br>W OF S KIRKWOOD DR<br>REHABILITATE EXISTING ROADWAY | 950397<br>2<br>6<br>1.325 | STP-RE<br>4F<br>C<br>1117 | $1,140,800<br>$285,200<br>$0<br>$1,426,000 | 11/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0177-06-060 | US 59<br>BIRCHRIDGE<br>627.51' S OF S END OF BF 1960A<br>REHABILITATE EXISTING MAIN LANES | 940634<br>2<br>4<br>0.896 | STP-RE<br>4F<br>C<br>1117 | $1,793,600<br>$448,400<br>$0<br>$2,242,000 | 12/96<br>TO BE LET WITH<br>CSJ 177-6-45 |
| HOUSTON<br>HARRIS<br><br>0981-01-085 | NASA 1<br>0.63 MI E OF SPACE CENTER BLVD<br>SH 146<br>INSTALL SIGNAL COORDINATION SYSTEM | 930556B<br>3<br>4<br>2.860 | CMAQ<br>5<br>C<br>1117 | $480,000<br>$120,000<br>$0<br>$600,000 | 12/96 |
| HOUSTON<br>HARRIS<br><br>3256-02-049 | BW 8<br>IH 45 (N)<br>US 59 (N)<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950167<br>2<br>6<br>7.182 | CMAQ<br>5<br>C<br>1117 | $2,872,800<br>$718,200<br>$0<br>$3,591,000 | 04/97<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0179-02-076 | SH 35<br>14TH ST<br>SH 36<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940271<br>5<br>4<br>0.890 | CMAQ<br>5<br>C<br>1117 | $142,400<br>$35,600<br>$0<br>$178,000 | 12/96<br>EXEMPT |
| HOUSTON<br>MONTGOMERY<br><br>0110-04-153 | IH 45<br>0.382 MI S OF RAYFORD-SAWDUST RD<br>0.318 MI S OF TAMINA RD<br>CONSTRUCT HOV LANE | 940261<br>1<br>4<br>2.890 | CMAQ<br>5<br>C<br>1117 | $4,040,800<br>$1,010,200<br>$0<br>$5,051,000 | 12/96 |
| HOUSTON<br>GALVESTON<br><br>0500-01-111 | IH 45<br>61ST ST<br>S OF SH 6<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950163<br>1<br>0<br>6.427 | CMAQ<br>5<br>C<br>1117 | $3,084,800<br>$771,200<br>$0<br>$3,856,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0500-03-945 | IH 45<br>HOUSTON CBD<br>FM 518 IN GALVESTON COUNTY<br>INSTALL ACCIDENT INVESTIGATION SITES | 950199<br>1<br>0<br>0.001 | CMAQ<br>5<br>C<br>1117 | $800,000<br>$200,000<br>$0<br>$1,000,000 | 08/97<br>EXEMPT |

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1997

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>FORT BEND<br><br>0027-12-085 | US 59<br>AIRPORT BLVD<br>W OF S KIRKWOOD<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940244A<br>2<br>0<br>0.529 | CMAQ<br>5<br>C<br>1117 | $80,000<br>$20,000<br>$0<br>$100,000 | 11/96<br>EXEMPT ORIGINALLY PART OF CSJ 27-12-920 |
| HOUSTON<br>HARRIS<br><br>0027-13-161 | US 59<br>WEST BELLFORT<br>FORT BEND COUNTY LINE<br>INSTALL COMPUTERIZED TRAFFIC MANAGEMENT SYSTEM | 940264<br>2<br>0<br>8.889 | CMAQ<br>5<br>C<br>1117 | $254,400<br>$63,600<br>$0<br>$318,000 | 04/97<br>DELAYED FROM FY 96 |
| HOUSTON<br>HARRIS<br><br>0027-13-912 | US 59<br>GREENBRIAR<br>W BELLFORT<br>INSTALL ACCIDENT INVESTIGATION SITES | 950201<br>2<br>0<br>0.001 | CMAQ<br>5<br>C<br>1117 | $323,200<br>$80,800<br>$0<br>$404,000 | 08/97<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0271-10-008 | US 90<br>FM 1463<br>HARRIS COUNTY LINE<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940283<br>4<br>4<br>0.586 | CMAQ<br>5<br>C<br>1117 | $152,000<br>$38,000<br>$0<br>$190,000 | 09/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0271-11-003 | US 90<br>FORT BEND COUNTY LINE<br>KATY FORT BEND COUNTY RD<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940284<br>4<br>4<br>1.300 | CMAQ<br>5<br>C<br>1117 | $270,400<br>$67,600<br>$0<br>$338,000 | 09/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0389-05-079 | SH 146<br>RED BLUFF<br>NASA 1<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940274<br>2<br>4<br>1.690 | CMAQ<br>5<br>C<br>1117 | $270,400<br>$67,600<br>$0<br>$338,000 | 12/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>0389-06-077 | SH 146<br>6TH ST<br>FM 518<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940275<br>2<br>4<br>0.398 | CMAQ<br>5<br>C<br>1117 | $64,000<br>$16,000<br>$0<br>$80,000 | 12/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>0976-03-077 | FM 518<br>FM 2351<br>FM 528<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940255<br>3<br>4<br>2.074 | CMAQ<br>5<br>C<br>1117 | $332,000<br>$83,000<br>$0<br>$415,000 | 11/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>1005-01-035 | FM 525<br>HARDY ST<br>LEE RD<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940277<br>4<br>6<br>4.670 | CMAQ<br>5<br>C<br>1117 | $747,200<br>$186,800<br>$0<br>$934,000 | 01/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0981-01-080 | FM 528<br>GALVESTON C/L<br>BAY AREA BLVD<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930596<br>3<br>6<br>1.130 | CMAQ<br>5<br>C<br>1117 | $180,800<br>$45,200<br>$0<br>$226,000 | 11/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>0981-02-010 | FM 528<br>FM 518<br>HARRIS C/L<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930597<br>3<br>6<br>0.815 | CMAQ<br>5<br>C<br>1117 | $129,600<br>$32,400<br>$0<br>$162,000 | 11/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>1414-01-016 | FM 528<br>SUNSET<br>W OF FM 518<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930598<br>3<br>4<br>0.140 | CMAQ<br>5<br>C<br>1117 | $23,200<br>$5,800<br>$0<br>$29,000 | 11/96<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>1743-02-021 | FM 1876<br>US 90A<br>BELLFORT<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940285<br>3<br>0<br>2.672 | CMAQ<br>5<br>C<br>1117 | $532,000<br>$133,000<br>$0<br>$665,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>1685-03-072 | FM 1960<br>NORTH HOUSTON RD<br>ATASCOSITA<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940279<br>3<br>4<br>7.193 | CMAQ<br>5<br>C<br>1117 | $1,151,200<br>$287,800<br>$0<br>$1,439,000 | 11/96<br>EXEMPT |

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1997

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>1844-01-022 | FM 2351<br>GALVESTON C/L<br>BEAMER RD<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 930607<br>3<br>4<br>1.559 | CMAQ<br>5<br>C<br>1117 | $256,000<br>$64,000<br>$0<br>$320,000 | 11/96<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>1844-02-014 | FM 2351<br>HARRIS C/L<br>SUNSET<br>INSTALL SIGNAL COORDINATION SYSTEM | 930608<br>3<br>4<br>1.460 | CMAQ<br>5<br>C<br>1117 | $233,600<br>$58,400<br>$0<br>$292,000 | 11/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-00-911 | VA<br>VARIOUS<br>.<br>FY 97 OZONE ADVISORY DAY TRANSIT PROGRAM | 950205B<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $1,500,000<br>$0<br>$375,000<br>$1,875,000 | 09/96<br>EXEMPT LOCAL MATCH BY<br>AREA TRANSIT OPERATORS |
| HOUSTON<br>HARRIS<br><br>0912-00-937 | VA<br>8-COUNTY NON-ATTAINMENT AREA<br>.<br>VANPOOL PROGRAM TO SUPPORT ETR (QUICK START) FY | 940080C<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $784,000<br>$0<br>$196,000<br>$980,000 | 09/96<br>EXEMPT FY 97 FUNDING |
| HOUSTON<br>HARRIS<br><br>0912-00-908 | VA<br>PORT OF HOUSTON<br>BARBOUR'S CUT TERMINAL<br>PORT OF HOUSTON INTERMODAL ACCESS (PHASE I) CONS | 950054<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E,R<br>1117 | $7,665,000<br>$0<br>$7,665,000<br>$15,330,000 | 10/96 |
| HOUSTON<br>HARRIS<br><br>0912-00-901 | VA<br>BARBOUR'S CUT<br>DEER PARK JUNCTION TRMNL<br>PORT OF HOUSTON INTERMODAL ACCESS (PHASE II) CO | 950220<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E,R<br>1117 | $5,550,000<br>$0<br>$5,550,000<br>$11,100,000 | 08/97 |
| HOUSTON<br>HARRIS<br><br>0912-00-902 | VA<br>H-GAC OZ NONATNMT AREA ALT FLD VEH PROG<br>.<br>ALTERNATIVE FLEET FUELED VEHICLES PROGRAM FY97 | 950069C<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $160,000<br>$0<br>$40,000<br>$200,000 | 08/97<br>EXEMPT SPLIT FROM<br>CSJ 0912-00-068 |
| HOUSTON<br>HARRIS<br><br>0912-00-912 | VA<br>VARIOUS<br>.<br>FY 97 REGIONAL COMMUTE ALTERNATIVES PROGRAM | 950207C<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $2,335,000<br>$0<br>$584,000<br>$2,919,000 | 08/97<br>EXEMPT LOCAL MATCH<br>VARIES |
| HOUSTON<br>HARRIS<br><br>0912-00-992 | VA<br>VARIOUS<br>.<br>OPERATION OF MOTORIST ASSISTANCE PROGRAM - 1997 | 940280<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $464,000<br>$116,000<br>$0<br>$580,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-907 | VA<br>ADDICKS-BARKER RESERVOIRS<br>BRIARPARK & SYNOTT<br>BIKE W HOUSTON ON - ST BIKEWAY | 950044<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $1,456,800<br>$0<br>$364,200<br>$1,821,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-908 | VA<br>BETWEEN TIDWELL/HAMMERLY & IH 610 N LP<br>BETWEEN BW 8 AND GREEN BAYOU<br>BIKE N HOUSTON ON - ST BIKEWAY NETWORK ( NORTH O | 950042<br>0<br>0<br>0.001 | CMAQ<br>5<br>C<br>1117 | $1,647,200<br>$0<br>$411,800<br>$2,059,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-909 | VA<br>SHEPHERD DR<br>SABINE<br>BIKE TRAIL ON BUFFALO BAYOU PARALLEL TO MEMORAL | 950045<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $1,287,200<br>$0<br>$321,800<br>$1,609,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-911 | VA<br>BETWEEN GRIGGS & EDGEBROOK<br>BETWEEN S WAYSIDE & ALLEN GENOA<br>BIKE SE HOUSTON ON-ST BIKEWAY NETWORK (INSIDE LP | 950043<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $1,788,000<br>$0<br>$447,000<br>$2,235,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-71-912 | VA<br>HOUSTON AVE ON W<br>LOCKWOOD DR ON E<br>BIKE BAYOU BIKEWAY - PHASE IA (PORT TO PORT: HO | 950050<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $3,147,200<br>$0<br>$1,769,800<br>$4,917,000 | 08/97<br>EXEMPT |

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1997

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0912-71-913 | VA<br>W/I HERMAN BROWN PARK<br>S OF MARKET / IH 10 & E TO FM 526<br>BIKE & HIKE TRAIL THROUGH HERMAN BROWN PARK | 950049<br>0<br>0<br>0.001 | CMAQ<br>5<br>C,E<br>1117 | $527,200<br>$0<br>$131,800<br>$659,000 | 08/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0051-02-067 | SH 3<br>AT DRAINAGE DITCH<br>.<br>REPLACE BRIDGE | 940651<br>3<br>4<br>0.001 | BRDG-ON<br>6A<br>C<br>1117 | $144,000<br>$36,000<br>$0<br>$180,000 | 09/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>3256-03-902 | BW 8<br>AT LITTLE VINCE BAYOU<br>.<br>REHABILITATE BRIDGES AND APPROACHES | 960057<br>5<br>0<br>0.100 | BRDG-ON<br>6A<br><br>1117 | $92,000<br>$23,000<br>$0<br>$115,000 | 09/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>WALLER<br><br>0050-05-060 | US 290<br>AT CLEAR CREEK<br>.<br>REPLACE BRIDGE | 930619<br>5<br>4<br>0.095 | BRDG-ON<br>6A<br>C<br>1117 | $640,000<br>$160,000<br>$0<br>$800,000 | 09/96<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0847-03-029 | SH 332<br>AT BRAZOS RIVER<br>.<br>REPLACE BRIDGE | 920611<br>4<br>2<br>0.270 | BRDG-ON<br>6A<br>C<br>1117 | $2,400,000<br>$600,000<br>$0<br>$3,000,000 | 05/97<br>EXMEPT |
| HOUSTON<br>HARRIS<br><br>0976-01-026 | FM 865<br>AT SIMS BAYOU<br>.<br>REPLACE BRIDGE AND APPROACHES | 950391<br>3<br>0<br>0.106 | NHS-R<br>6A<br>C<br>1117 | $820,000<br>$205,000<br>$0<br>$1,025,000 | 01/97<br>EXEMPT PREVIOUSLY CAT 3C IN 1995 PDP |
| HOUSTON<br>HARRIS<br><br>0912-71-400 | CR<br>HOUSE HALL RD AT BIG CYPRESS CREEK<br>.<br>REPLACE BRIDGE | 930624<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C<br>1117 | $266,400<br>$0<br>$66,600<br>$333,000 | 12/96<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0912-31-065 | CR<br>C.R.459D AT BASTROP BAYOU<br>AT DEMI-JOHN ISLAND IN BRAZORIA COUNTY<br>REPLACE BRIDGE | 950302J<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $431,200<br>$0<br>$107,800<br>$539,000 | 06/97<br>SPLIT PROJECT |
| HOUSTON<br>HARRIS<br><br>0912-71-444 | CR<br>LANGLEY RD AT DRAINAGE DITCH<br>IN HARRIS COUNTY<br>REPLACE BRIDGE | 950302C<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $157,600<br>$0<br>$39,400<br>$197,000 | 06/97<br>SPLIT PROJECT |
| HOUSTON<br>WALLER<br><br>0912-56-024 | CR<br>MATHIS RD AT MOUND CREEK<br>IN WALLER COUNTY<br>REPLACE BRIDGE | 950302N<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $120,800<br>$0<br>$30,200<br>$151,000 | 07/97<br>SPLIT PROJECT |
| HOUSTON<br>WALLER<br><br>0912-56-025 | CR<br>JOSEPH RD AT THREEMILE CREEK<br>IN WALLER COUNTY<br>REPLACE BRIDGE | 9503020<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $131,200<br>$0<br>$32,800<br>$164,000 | 07/97<br>SPLIT PROJECT |
| HOUSTON<br>HARRIS<br><br>0912-71-446 | CR<br>FOLEY RD AT GUM GULLEY IN HARRIS COUNTY<br>.<br>REPLACE BRIDGE | 950302E<br>7<br>2<br>0.100 | BRDG-OF<br>6B<br>C,E<br>1117 | $275,200<br>$0<br>$68,800<br>$344,000 | 07/97<br>SPLIT PROJECT |
| HOUSTON<br>BRAZORIA<br><br>0912-31-054 | CS<br>JOHN LIZER RD AT MARY'S CREEK<br>IN PEARLAND<br>REPLACE BRIDGE | 940663<br>7<br>2<br>0.001 | BRDG-OF<br>6B<br>C<br>1117 | $277,600<br>$0<br>$69,400<br>$347,000 | 12/96<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0912-31-055 | CS<br>VETERAN'S DR AT MARY'S CREEK<br>IN PEARLAND<br>REPLACE BRIDGE | 940674<br>7<br>2<br>0.001 | BRDG-OF<br>6B<br>C<br>1117 | $294,400<br>$0<br>$73,600<br>$368,000 | 12/96<br>EXEMPT |

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1997

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|---|---|---|---|---|---|
| HOUSTON<br>FORT BEND<br><br>0912-34-054 | CS<br>ELDORADO RD AT STAFFORD RUN<br>IN MISSOURI CITY<br>REPLACE BRIDGE | 940675<br>7<br>2<br>0.001 | BRDG-OF<br>6B<br>C<br>1117 | $449,600<br>$0<br>$112,400<br>$562,000 | 12/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0981-01-082 | NASA 1<br>0.63 MI E OF SPACE CENTR BLVD<br>SH 146<br>WIDEN TO 6-LANE DIVIDED & RAISE ELEVATION AND TM | 940357B<br>3<br>4<br>2.860 | NHS-M<br>12<br>C<br>1117 | $8,526,600<br>$10,421,400<br>$0<br>$18,948,000 | 12/96<br>NEPA SPLIT PROJECT PR<br>EVIOUSLY CAT 3A IN 199<br>5 PDP |
| HOUSTON<br>FORT BEND<br><br>0027-12-063 | US 59<br>HARRIS C/L<br>W OF S KIRKWOOD DR<br>WIDEN TO 10 M.L. W/HOV & MOVE FR RDS TO ULTIMATE | FB0015<br>2<br>6<br>1.300 | NHS-M<br>12<br>C<br>1117 | $8,496,000<br>$10,384,000<br>$0<br>$18,880,000 | 11/96<br>NEW PROJECT ON 96 TIP<br>PREVIOUSLY CAT 3A IN<br>1995 PDP |
| HOUSTON<br>BRAZORIA<br><br>0179-03-024 | SH 35<br>S END SAN BERNARD RIVER BRIDGE<br>MATAGORDA C/L<br>WIDEN TO 4-LANE DIVIDED RURAL | 950385<br>3<br>2<br>7.425 | DEMO<br>15<br>C<br>1117 | $14,400,000<br>$3,600,000<br>$0<br>$18,000,000 | 10/96<br>NEPA |
| HOUSTON<br>BRAZORIA<br><br>0179-02-068 | SH 35<br>0.9 MI E OF BRAZOS RIVER<br>S END SAN BERNARD RIVER BRIDGE<br>WIDEN TO 4-LANE DIVIDED RURAL, WITH SECTION UNDI | 950384<br>3<br>2<br>6.683 | DEMO<br>15<br>C<br>1117 | $9,120,000<br>$2,280,000<br>$0<br>$11,400,000 | 12/96<br>NEPA |
| HOUSTON<br>BRAZORIA<br><br>0179-01-028 | SH 35<br>0.351 MI W OF SH 288 W OF ANGLETON<br>W END PROP FM 521 O/P W OF ANGLETON<br>WIDEN TO 4-LANE DIVIDED RURAL | 950382<br>3<br>2<br>3.838 | DEMO<br>15<br>C<br>1117 | $7,077,600<br>$1,769,400<br>$0<br>$8,847,000 | 04/97<br>NEPA |
| HOUSTON<br>BRAZORIA<br><br>0179-02-063 | SH 35<br>W END PROP FM 521 O/P W OF ANGLETON<br>0.9 MI E OF BRAZOS RIVER<br>WIDEN TO 4-LANE DIVIDED RURAL | 950383<br>3<br>2<br>4.436 | DEMO<br>15<br>C<br>1117 | $4,123,200<br>$1,030,800<br>$0<br>$5,154,000 | 08/97<br>NEPA |
| HOUSTON<br>GALVESTON<br><br>0367-06-902 | SH 87<br>AT GALVESTON-BOLIVAR FERRY LANDING<br><br>UPGRADE TRAFFIC STAGING AREAS, BARRICADES & TRAF | 939544<br>4<br>0<br>0.001 | FERRY<br>16F<br>C<br>1117 | $2,800,000<br>$700,000<br>$0<br>$3,500,000 | 09/96<br>EXEMPT 1995 FEDERAL<br>FERRY BOAT PROGRAM |
| | | | | | |

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NEPA: PROJECTS WHICH HAVE COMPLETED THE ENVIRONMENTAL PROCESS

1998

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0912-00-918 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE INTERSTATE MAINTENANCE PROJECTS | 960088<br><br><br>0.001 | <br>2<br>C<br>1117 | $7,096,000<br>$0<br>$0<br>$7,096,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0027-13-980 | US 59<br>E OF SHEPHERD<br>SMITH ST<br>WIDEN TO 12 MAIN LANES WITH HOVE LANE & TMS | 930093<br>2<br>6<br>2.250 | NHS-M<br>3A<br>C<br>1117 | $23,411,200<br>$5,852,800<br>$15,284,000<br>$44,548,000 | 09/97 |
| HOUSTON<br>HARRIS<br><br>0389-05-078 | SH 146<br>0.244 MI N OF SPENCER/W MAIN<br>0.296 MI S OF SPENCER/W MAIN<br>CONSTRUCT 6 MAIN LANES | 940548<br>2<br>4<br>0.540 | NHS-M<br>3A<br>C<br>1117 | $5,519,200<br>$1,379,800<br>$0<br>$6,899,000 | 09/97<br>NEPA DELAYED FROM FY 96 |
| HOUSTON<br>HARRIS<br><br>0389-12-069 | SH 146<br>0.417 MI N OF W BARBOURS CUT<br>0.244 MI N OF W MAIN ST<br>CONSTRUCT 6 MAIN LANES, AUXILIARY LANES & GRADE | 940550<br>2<br>4<br>0.706 | NHS-M<br>3A<br>C<br>1117 | $10,249,600<br>$2,562,400<br>$0<br>$12,812,000 | 09/97<br>NEPA DELAYED FROM FY 96 |
| HOUSTON<br>HARRIS<br><br>1685-02-033 | FM 1960<br>IH 45<br>0.3 MI E OF ALDINE-WESTFIELD RD<br>WIDEN TO 8-LANE DIVIDED WITH CURB & GUTTER & TRA | HR0035<br>3<br>4<br>2.527 | NHS-M<br>3A<br>C<br>1117 | $8,184,800<br>$2,046,200<br>$0<br>$10,231,000 | 06/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-00-919 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE NHS REHAB PROJECTS | 960089<br><br><br>0.001 | NHS-R<br>3C<br>C<br>1117 | $2,585,000<br>$0<br>$0<br>$2,585,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0389-12-061 | SH 146<br>AT BAYTOWN TUNNEL<br>.<br>REMOVAL OF EXISTING TUNNEL FACILITY | 940619<br>2<br>2<br>1.328 | NHS-MIS<br>3E<br>C<br>1117 | $6,056,800<br>$1,514,200<br>$0<br>$7,571,000 | 12/97 |
| HOUSTON<br>BRAZORIA<br><br>0178-02-071 | SH 35<br>DIXIE FARM RD<br>CLINE RD IN ALVIN<br>INSTALL CONTINUOUS TURN LANE | 960061<br>6<br>0<br>4.100 | STP-SA<br>4A<br>C<br>1117 | $2,534,400<br>$281,600<br>$0<br>$2,816,000 | 12/97<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>1259-01-900 | FM 1097<br>AT UP RR STEWART STREET<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 427978 | 960078<br>4<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $108,000<br>$12,000<br>$0<br>$120,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>3048-01-900 | FM 2977<br>AT ATSF RR SE RICHMOND<br>.<br>UPDATE SIGNAL AND PROTECTIVE DEVICES DOT 022678H | 960079<br>4<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>BRAZORIA<br><br>0912-31-920 | CS<br>AT UP RR VELASCO STREET<br>.<br>UPDATE RR SIG AND PROTECTIVE DEVICES DOT 448606J | 960062<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>BRAZORIA<br><br>0912-31-921 | CS<br>AT UP RR AVENUE A<br>.<br>UPDATE RR SIGNAL AND PROTECIVE DEVICES DOT 44861 | 960063<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>BRAZORIA<br><br>0912-31-922 | CS<br>AT UP RR CEDAR STREET<br>.<br>UPDATE SIGNAL AND PROTECTIVE DEVICES DOT 448612M | 960064<br>4<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>BRAZORIA<br><br>0912-31-923 | CS<br>AT UP RR S. ALVIN<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 448644 | 960065<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |

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1998

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>FORT BEND<br><br>0912-34-900 | CS<br>AT RR SPT W. FULSHEAR<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 743399 | 960066<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-910 | CS<br>AT UP RR HILBIG ROAD<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 435489 | 960067<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $108,000<br>$12,000<br>$0<br>$120,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-920 | CS<br>AT UP RR SE MAGNOLIA<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 430095 | 960068<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-921 | CS<br>AT ATSF RR BOBVILLE ROAD<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 024317 | 960069<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-922 | CS<br>AT ATSF RR W CONROE<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 023335 | 960070<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-902 | CS<br>AT UP RR BRENTWOOD STREET<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 435458 | 960071<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-903 | CS<br>AT UP RR BAYOU DRIVE<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 435467 | 960072<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-906 | CS<br>AT PTRA RR MAIN STREET<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 869793 | 960073<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-910 | CS<br>AT UP RR HARVARD STREET<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 416605 | 960074<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $81,000<br>$9,000<br>$0<br>$90,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-950 | CS<br>AT UP RR TIDWELL ROAD<br>.<br>UPDATE SIGNAL AND PROTECTIVE DEVICES DOT 450641X | 960075<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $90,000<br>$10,000<br>$0<br>$100,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-997 | CS<br>AT HBT RR MARKET STREET<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 287996 | 960076<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $45,000<br>$5,000<br>$0<br>$50,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-71-998 | CS<br>AT HBT RR HARRISBURG STREE<br>.<br>UPDATE SIGNALS AND PROTECTIVE DEVICES DOT 288034 | 960077<br>7<br>0<br>0.001 | STP-SA<br>4A<br><br>1117 | $45,000<br>$5,000<br>$0<br>$50,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-00-923 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE SAFETY PROJECTS | 960090<br><br><br>0.001 | <br>4A<br>C<br>1117 | $118,000<br>$0<br>$0<br>$118,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0912-00-924 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE STP ENHANCEMENT PROJECTS | 960091<br><br><br>0.001 | STP-TE<br>4B<br>C<br>1117 | $5,090,000<br>$0<br>$0<br>$5,090,000 | 08/98 |

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1998

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0027-09-066 | US 90A<br>FORT BEND C/L<br>0.4 MI W OF HIRAM CLARKE RD<br>WIDEN TO 8-LN DIVIDED C&G W/ GR SEPARATIONS & AC | 950145<br>3<br>4<br>4.450 | STP-MM<br>4C<br>C<br>1117 | $19,040,000<br>$4,760,000<br>$12,981,000<br>$36,781,000 | 12/97<br>NEPA |
| HOUSTON<br>HARRIS<br><br>1006-01-020 | FM 529<br>HUFFMEISTER RD<br>BARKER-CYPRESS RD<br>WIDEN TO 6-LANE DIVIDED CURB & GUTTER & TRAFFIC | 940294<br>4<br>2<br>3.700 | STP-MM<br>4C<br>C<br>1117 | $10,004,800<br>$2,501,200<br>$0<br>$12,506,000 | 09/97<br>NEPA DELAYED FORM FY 96 |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-901 | CR<br>SAWDUST RD FROM S MILLBEND<br>GLEN LOCH DR<br>WIDEN FROM 2 TO 4 LANES ART. | 950034<br>5<br>2<br>0.001 | STP-UM<br>4D<br>C,E<br>1117 | $1,040,000<br>$0<br>$260,000<br>$1,300,000 | 11/97 |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-075 | CR<br>ON GOSLING RD FR SPRING CREEK<br>FLINTRIDGE RD IN THE WOODLANDS<br>CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION | 940034A<br>4<br>0<br>1.200 | STP-UM<br>4D<br>C,E<br>1117 | $2,251,000<br>$0<br>$562,000<br>$2,813,000 | 06/98<br>SPLIT PROJECT 0912-71-481; DELAYED FROM FY 97 8/10/95 |
| HOUSTON<br>GALVESTON<br><br>0912-73-054 | CS<br>MONTICELLO EXTENSION FROM IH 45<br>BUTTONWOOD DR IN TEXAS CITY<br>CONSTRUCT NEW 2-LANE EXTENSION | 950101<br>5<br>0<br>0.001 | STP-UM<br>4D<br>C,E<br>1117 | $349,600<br>$0<br>$87,400<br>$437,000 | 11/97 |
| HOUSTON<br>HARRIS<br><br>0912-00-926 | VA<br>VARIOUS LIMITS<br><br>FY 98 FUTURE STP REHABILITATION PROJECTS | 960092<br><br><br>0.001 | STP-RE<br>4F<br>C<br>1117 | $8,096,000<br>$0<br>$0<br>$8,096,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0177-07-095 | US 59<br>627.51' S OF S END OF FM 1960A<br>NE OF MEMORIAL MEDICAL CENTER RD<br>REHABILITATE EXISTING ROAD | 940635<br>2<br>4<br>0.496 | STP-RE<br>4F<br>C<br>1117 | $655,200<br>$163,800<br>$0<br>$819,000 | 12/97<br>EXEMPT TO BE LET WITH CSJ 177-7-67 |
| HOUSTON<br>HARRIS<br><br>0271-07-904 | IH 10<br>WASHINGTON AVE<br>SH 6<br>CONSTRUCT ACCIDENT INVESTIGATION SITES | 950200<br>1<br>0<br>5.000 | CMAQ<br>5<br>C<br>1117 | $618,400<br>$154,600<br>$0<br>$773,000 | 09/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0271-07-223 | IH 10<br>STUDEMONT ST<br>SAN JACINTO ST<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 930523B<br>1<br>0<br>2.505 | CMAQ<br>5<br>C<br>1117 | $1,004,000<br>$251,000<br>$0<br>$1,255,000 | 04/98<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0110-05-094 | IH 45<br>RANKIN RD<br>MONTGOMERY C/L<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950170<br>1<br>6<br>10.064 | CMAQ<br>5<br>C<br>1117 | $4,804,000<br>$1,201,000<br>$0<br>$6,005,000 | 01/98<br>EXEMPT |
| HOUSTON<br>MONTGOMERY<br><br>0110-04-156 | IH 45<br>HARRIS C/L<br>CRIGHTON RD<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950175<br>1<br>6<br>11.424 | CMAQ<br>5<br>C<br>1117 | $5,483,200<br>$1,370,800<br>$0<br>$6,854,000 | 08/98<br>EXEMPT |
| HOUSTON<br>GALVESTON<br><br>0500-04-089 | IH 45<br>S OF SH 6<br>HARRIS C/L<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950180<br>1<br>0<br>17.242 | CMAQ<br>5<br>C<br>1117 | $8,276,000<br>$2,069,000<br>$0<br>$10,345,000 | 08/98<br>EXEMPT DELAYED FROM FY 97 |
| HOUSTON<br>MONTGOMERY<br><br>0675-08-071 | IH 45<br>N OF CRIGHTON RD<br>LOOP 336(N)<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950165<br>1<br>0<br>4.350 | CMAQ<br>5<br>C<br>1117 | $2,088,000<br>$522,000<br>$0<br>$2,610,000 | 08/98<br>EXEMPT |
| HOUSTON<br>FORT BEND<br><br>0027-12-086 | US 59<br>HARRIS COUNTY LINE<br>SH 6<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950176<br>2<br>6<br>4.667 | CMAQ<br>5<br>C<br>1117 | $2,240,000<br>$560,000<br>$0<br>$2,800,000 | 09/97<br>EXEMPT |

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1998

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|---|---|---|---|---|---|
| HOUSTON<br>FORT BEND<br><br>0027-12-090 | US 59<br>RAMPS AT SPUR 41/SUGAR CREEK BLVD<br>SH 6<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940244C<br>2<br>0<br>2.047 | CMAQ<br>5<br>C<br>1117 | $120,000<br>$30,000<br>$0<br>$150,000 | 09/97<br>EXEMPT ORIGINALLY PART OF CSJ 27-12-920 |
| HOUSTON<br>FORT BEND<br><br>0027-12-091 | US 59<br>W OF S KIRKWOOD<br>RAMPS AT SPUR 41/SUGAR CREEK BLVD<br>UPGRADE FIXED TIME TO ACTUATED SIGNALS | 940244B<br>2<br>0<br>1.715 | CMAQ<br>5<br>C<br>1117 | $32,000<br>$8,000<br>$0<br>$40,000 | 09/97<br>EXEMPT ORIGINALLY PART OF CSJ 27-12-920 |
| HOUSTON<br>HARRIS<br><br>0027-13-162 | US 59<br>BELL ST<br>S SHEPHERD<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950171<br>2<br>10<br>3.604 | CMAQ<br>5<br>C<br>1117 | $1,729,600<br>$432,400<br>$0<br>$2,162,000 | 09/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0177-11-130 | US 59<br>BELL ST<br>SAUNDERS<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950164<br>2<br>0<br>8.815 | CMAQ<br>5<br>C<br>1117 | $4,224,000<br>$1,056,000<br>$0<br>$5,280,000 | 09/97<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0177-07-098 | US 59<br>SAUNDERS RD<br>FM 1960<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950178<br>2<br>0<br>6.220 | CMAQ<br>5<br>C<br>1117 | $4,688,000<br>$1,172,000<br>$0<br>$5,860,000 | 05/98<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0177-06-064 | US 59<br>FM 1960<br>MONTGOMERY C/L<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950169<br>2<br>0<br>2.562 | CMAQ<br>5<br>C<br>1117 | $1,426,400<br>$356,600<br>$0<br>$1,783,000 | 08/98<br>EXEMPT |
| HOUSTON<br>ARRIS<br><br>0720-03-095 | SH 249<br>BELTWAY 8<br>MONTGOMERY C/L<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 950179<br>2<br>6<br>14.478 | CMAQ<br>5<br>C<br>1117 | $8,100,000<br>$2,025,000<br>$0<br>$10,125,000 | 08/98<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0508-07-027 | SP 330<br>IH 10<br>LP 201<br>INSTALL COMPUTERIZED TRANSPORTATION MANAGEMENT S | 940267<br>2<br>6<br>5.805 | CMAQ<br>5<br>C<br>1117 | $2,786,400<br>$696,600<br>$0<br>$3,483,000 | 08/98<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>1006-01-040 | FM 529<br>BARKER-CYPRESS<br>ELDRIDGE<br>INSTALL ARTERIAL TRAFFIC MANAGEMENT SYSTEM | 940254<br>3<br>2<br>4.510 | CMAQ<br>5<br>C<br>1117 | $705,600<br>$176,400<br>$0<br>$882,000 | 09/97<br>EXEMPT DELAYED FROM FY 96 |
| HOUSTON<br>HARRIS<br><br>0912-00-903 | VA<br>H-GAC OZ NONATNMT AREA ALT FLD VEH PROG<br>.<br>ALTERNATIVE FLEET FUELED VEHICLES PROGRAM FY98 | 950069D<br>0<br>0<br>0.001 | CMAQ<br>5<br>T<br>1117 | $320,000<br>$0<br>$80,000<br>$400,000 | 08/98<br>EXEMPT SPLIT FROM CSJ 0912-00-068 |
| HOUSTON<br>HARRIS<br><br>0177-07-067 | US 59<br>627.51' S OF S END BF 1960A<br>NE MEMORIAL MEDICAL CENTER RD<br>WIDEN TO 8 & 10 ML W/FR RDS & HOV LANE & TMS | 940546<br>2<br>4<br>0.496 | NHS-M<br>12<br>C<br>1117 | $3,746,700<br>$4,579,300<br>$1,029,000<br>$9,355,000 | 12/97<br>TO BE LET WITH CSJ 177 -7-95; NEW PROJECT ON 96 TIP; PREV. CAT 3A I |
| HOUSTON<br>HARRIS<br><br>0177-11-119 | US 59<br>FRANKLIN ST<br>S OF JENSEN ST<br>CONSTRUCT DIRECT CONNECTORS | HR0118<br>2<br>8<br>0.900 | NHS-M<br>12<br>C<br>1117 | $14,808,150<br>$18,098,850<br>$495,000<br>$33,402,000 | 07/98<br>PREVIOUSLY CAT 3A IN 1995 PDP |
| HOUSTON<br>GALVESTON<br><br>0976-07-001 | SH 96<br>IH 45<br>SH 146<br>CONSTRUCT 4-LANE DIVIDED FACILITY ON NEW LOCATIO | 940237<br>4<br>0<br>6.558 | STRAT<br>12<br><br>1117 | $5,265,000<br>$6,435,000<br>$2,300,000<br>$14,000,000 | 09/97<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0720-03-082 | SH 249<br>HUFFSMITH-KOHRVILLE RD<br>WESTLOCK DR<br>CONSTRUCT 6-LANE FREEWAY W/ 6-LANE FRONTAGE ROAD | 930127<br>3<br>4<br>2.160 | STRAT<br>12<br>C<br>1117 | $9,234,450<br>$11,286,550<br>$0<br>$20,521,000 | 09/97<br>DELAYED FROM FY 96 |

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EXEMPT: PROJECTS EXEMPTED FROM CONFORMITY DETERMINATION
NEPA: PROJECTS WHICH HAVE COMPLETED THE ENVIRONMENTAL PROCESS

1998

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>GALVESTON<br><br>0367-04-901 | SH 87<br>AT BOLIVAR FERRY LANDING<br>.<br>LENGTHEN TWO EXISTING ROCK BREAKWATERS | 940810<br>4<br>0<br>0.001 | FERRY<br>16F<br><br>1117 | $400,000<br>$100,000<br>$0<br>$500,000 | 10/97 |
| HOUSTON<br>GALVESTON<br><br>0367-05-901 | SH 87<br>AT GALVESTON-BOLIVAR FERRY LANDING<br>.<br>CONSTRUCT ONE FERRY VESSEL | 950478<br>0<br>0<br>0.001 | FERRY<br>16F<br>C<br>1117 | $6,000,000<br>$1,500,000<br>$0<br>$7,500,000 | 01/98<br>EXEMPT |
| | | | | | |

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9/29/95

1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT
HOUSTON-GALVESTON MPO

1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| BEAUMONT<br>CHAMBERS<br><br>0508-02-097 | IH 10<br>HARRIS CO LINE<br>0.2 MI E OF SH 146<br>RECONSTRUCT EXISTING FREEWAY & FRT RDS | 962001<br>1<br>4<br>0.800 | IH-M<br>2<br>C<br>1117 | $11,700,000<br>$1,300,000<br>$0<br>$13,000,000 | 06/96<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>LIBERTY<br><br>0762-01-910 | FM 686<br>AT UP RR W OF DAYTON<br>(DOT 450 659H)<br>RAILROAD SIGNAL | 962002<br>6<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $72,000<br>$18,000<br>$0<br>$90,000 | 08/96<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>LIBERTY<br><br>1685-04-910 | FM 1960<br>AT UP RR W OF DAYTON<br>(DOT 450 639W)<br>RAILROAD SIGNAL | 962003<br>6<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $80,000<br>$20,000<br>$0<br>$100,000 | 08/96<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>LIBERTY<br><br>0920-02-930 | CR<br>COUNTY RD AT ATSF RR E OF CLEVELAND<br>(DOT 024 390H)<br>RAILROAD SIGNAL | 962004<br>7<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $72,000<br>$18,000<br>$0<br>$90,000 | 08/96<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>LIBERTY<br><br>0920-02-931 | CR<br>COUNTY RD AT ATSF RR E OF CLEVELAND<br>(DOT 024 391P)<br>RAILROAD SIGNAL | 962005<br>7<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $72,000<br>$18,000<br>$0<br>$90,000 | 08/96<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>LIBERTY<br><br>0920-02-920 | CS<br>JAPONICA ST AT UP RR IN HARDIN<br>(DOT 450 633F)<br>RAILROAD SIGNAL | 962006<br>7<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $72,000<br>$18,000<br>$0<br>$90,000 | 08/96<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>LIBERTY<br><br>0028-03-081 | US 90<br>AT TRINITY RIVER AND RELIEFS (18,19, 20, & 21)<br>REPLACE AND/OR REPAIR AND WIDEN BRIDGE AND APPRO | 952004<br>3<br>4<br>3.071 | BRDG-ON<br>6A<br>C<br>1117 | $3,608,000<br>$902,000<br>$0<br>$4,510,000 | 06/96 |
| BEAUMONT<br>LIBERTY<br><br>0028-03-086 | US 90<br>AT TRINITY RIVER<br>.<br>WIDEN BRIDGE | 952005<br>3<br>4<br>0.279 | BRDG-ON<br>6A<br>C<br>1117 | $3,352,800<br>$838,200<br>$0<br>$4,191,000 | 06/96 |
| BEAUMONT<br>CHAMBERS<br><br>0920-39-007 | CR<br>ST #250 N TEXAS AVE AT<br>LONE STAR CANAL<br>REPLACE BRIDGE | 932015<br>7<br>2<br>0.070 | BRDG-OF<br>6B<br>C<br>1117 | $83,200<br>$0<br>$20,800<br>$104,000 | 11/95 |
| BEAUMONT<br>CHAMBERS<br><br>0920-39-008 | CR<br>ON S MAIN ST AT LONE STAR CANAL<br>.<br>REPLACE BRIDGE | 932015<br>7<br>2<br>0.061 | BRDG-OF<br>6B<br>C<br>1117 | $73,600<br>$0<br>$18,400<br>$92,000 | 11/95 |
| BEAUMONT<br>LIBERTY<br><br>0028-03-090 | US 90<br>TRINITY RIVER<br>4.0 MI W<br>RECONSTRUCT ROADWAY AND WIDEN RELIEF STRUCTURES | 962007<br>3<br>0<br>4.126 | STRAT<br>12<br>C<br>1117 | $5,241,600<br>$1,310,400<br>$0<br>$6,552,000 | 06/96<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>LIBERTY<br><br>0028-04-063 | US 90<br>EAST END OF TRINITY RIVER BRIDGE<br>0.3 MI EAST<br>RECONSTRUCT ROADWAY | 962008<br>3<br>0<br>0.300 | STRAT<br>12<br>C<br>1117 | $521,600<br>$130,400<br>$0<br>$652,000 | 06/96<br>NEW PROJECT ON 96 TIP |
| | | | | | |

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1997

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| BEAUMONT<br>CHAMBERS<br><br>0920-00-949 | IH 10<br>CHAMBERS COUNTY<br>.<br>GUARDRAIL REPAIR AND UPGRADE | 962009<br>1<br>0<br>10.000 | IH-M<br>2<br>C<br>1117 | $315,000<br>$35,000<br>$0<br>$350,000 | 03/97<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>LIBERTY<br><br>0920-02-921 | CR<br>COUNTY RD AT SPT RR NEAR WILLIAMS HILL<br>(DOT 755 906T)<br>RAILROAD SIGNAL | 962010<br>7<br>0<br>0.001 | STP-SA<br>4A<br>C<br>1117 | $72,000<br>$18,000<br>$0<br>$90,000 | 08/97<br>NEW PROJECT ON 96 TIP |
| BEAUMONT<br>CHAMBERS<br><br>0920-39-012 | VA<br>HARRIS-CHAMBERS LINE<br>SH 124 AT CHAMBERS-GALVESTON LINE<br>CREATE LOOP MAP, GUIDES AND SIGNS SHOWING COASTA | BM.CH.0167<br>0<br>0<br>118.00 | STP-TE<br>4B<br>C,E<br>1117 | $36,000<br>$0<br>$9,000<br>$45,000 | 01/97 |
| BEAUMONT<br>LIBERTY<br><br>0028-05-035 | US 90<br>JEFFERSON CO LINE<br>2.0 MI WEST<br>WIDEN & RECONSTRUCT TO 4 LANE DIVIDED RURAL | 942007<br>4<br>2<br>2.000 | STP-RM<br>4E<br>C<br>1117 | $1,800,000<br>$450,000<br>$0<br>$2,250,000 | 03/97 |
| BEAUMONT<br>LIBERTY<br><br>0028-05-044 | US 90<br>2.0 MI WEST OF JEFFERSON C/L<br>2.0 MI WEST<br>WIDEN & RECONSTRUCT TO 4 LANE DIVIDED RURAL | 962011<br>4<br>0<br>2.000 | STP-RM<br>4E<br>C<br>1117 | $1,800,000<br>$450,000<br>$0<br>$2,250,000 | 03/97<br>NEW PROJECT ON 96 TIP |
| | | | | | |

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1998

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| BEAUMONT<br>CHAMBERS<br><br>0920-00-951 | IH 10<br>DISTRICTWIDE<br>.<br>DISTRICTWIDE INTERSTATE MAINTENANCE | 962012<br>1<br>0<br>1.000 | IH-M<br>2<br>C<br>1117 | $6,750,000<br>$750,000<br>$0<br>$7,500,000 | 03/98<br>NEW PROJECT ON 96 TIP |
| | | | | | |

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# CHAPTER 3

# TRANSIT PROJECTS

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# METRO'S 1996-1998 PROGRAM UPDATE
# NON-REGIONAL BUS PLAN PROJECTS

## BUS OPERATING FACILITIES

Locally Funded: During FY 1996, local funds will be spent on routine upgrade projects at various facilities. These projects include pavement repairs, building and equipment upgrades and improvements to energy management and safety systems.

## PARK & RIDE LOTS

Federally Funded: Construction on the Kuyendahl Park & Ride Lot Expansion began in FY 1994 and is scheduled for completion in FY 1996. The Addicks Park & Ride second expansion is a two-phase project. Construction of the first phase, 500 space expansion began in FY 1995 and should be completed in FY 1996. In FY 1995-1996 METRO staff will be reevaluating the optimal location for the Stuebner Airline Park & Ride. This facility is currently proposed to be located on Stuebner Airline just north of FM 1960. Other park & ride projects are described in the Regional Bus Project (RBP) section.

Locally Funded: Monroe (formerly Hobby) Park & Ride was completed in FY 1995. Design of the Fuqua Park & Ride lot was completed in FY 1994, with construction to be completed in FY 1996. Design of the Eastex Park & Ride Lot Modification will be completed in FY 1995, with construction scheduled for completion in FY 1997. Expansion and modification of the Northwest Station Park & Ride is being done in three phases. A temporary 140 space expansion was completed in FY 1993. The permanent 600+ space expansion will be completed in FY 1996. Modification to the existing lot to increase the number of bus bays and make other improvements will be completed in FY 1997.

## TRANSIT CENTERS AND SHELTERS

Federally Funded: Negotiations are underway for siting of the Northline Transit Center. Detailed design should be completed in FY 1996 and construction should be completed in FY 1997. Other transit center projects are discussed in the RBP Projects section.

Locally Funded: Design of the South Freeway Transit Center is expected to be completed in FY 1996. Construction is scheduled to begin in FY 1997 with the facility becoming operational in FY 1998. Local funds will be used for the purchase and installation of approximately 232 standard and special-site new and replacement bus shelters, bringing the total number of existing shelters to approximately 1,350 by the end of FY 1995, and 1,600 by the end of FY 1996. Benches and/or awnings will be provided at selected sites where boarding volumes are high but shelters are not feasible. Trash receptacles will be placed at shelter sites and appropriate sites where trash accumulation is a problem. Special umbrella shelters will be placed at sites where vandalism of regular shelters has been a problem. In FY 1995 and FY 1996, METRO will be testing several information kiosk designs. The five prototype kiosks will be placed at selected high boarding areas.

The Greenspoint Transit Center is being built in two phases. Phase 1 was completed in FY 1994. Phase 2 will upgrade this facility. A schedule for Phase 2 has not been determined.

## HIGH OCCUPANCY VEHICLE (HOV) LANE DEVELOPMENT

Gulf HOV Lane

Locally Funded (METRO portion): As of May 1995, 12.1 miles of the Gulf HOV Lane (Central Business District to Almeda-Genoa) was operational. Construction will continue into FY 1996 on the remaining 3.4 miles (Almeda-Genoa to FM 1959). The project includes two ramps at Monroe, one serving as a direct ramp to Monroe and one serving the Monroe (formerly Hobby) Park & Ride lot and Monroe-East Ramp opened January, 1995. The project also includes two ramps at Fuqua. The east side Fuqua ramp will serve a carpool/vanpool staging area (Fuqua East). The west side Fuqua ramp will serve the Fuqua Park & Ride lot. The Fuqua Park & Ride and Park & Pool lots are scheduled to become operational in FY 1996.

North HOV Lane

Federally Funded: As of May 1995, 13.5 miles of the North HOV Lane (CBD to Beltway8) was operation. Included is an interchange at North Shepherd, an elevated wishbone ramp at Aldine Bender, and the Downtown Terminus. Construction of Phase 4 (6.2 miles) of the North HOV Lane (Beltway 8 to FM 1960) will continue during FY 1995 and is scheduled to be completed in FY 2000. Included in the Phase 4 HOV lane project are the Kuykendahl and FM 1960 interchanges, the HOV lane barrier modification project, the Stuebner Airline Park & Ride lot, the Kuykendahl Park & Ride lot modification and the Northline Transit Center.

Locally Funded: Design of the Crosstimbers Ramp is in progress in FY 1995. Construction is scheduled to begin in FY 1996.

Southwest HOV Lane

Federally Funded: As of May 1995, 11.5 miles of the Southwest HOV Lane (Shepherd to W. Bellfort) was operational. Construction of a 0.7 mile southern HOV lane extension to the Fort Bend County Line is scheduled to be completed in FY 1997. A 2.1 mile future extension on the northern end will extend the HOV lane from approximately Shepherd to SH 288. Construction of this segment is scheduled to begin in FY 1998 and be completed in FY 2001. When completed, the Southwest HOV Lane will be 14.3 miles length. Harwin Street access to the Hillcroft Transit Center is being planned for construction in FY 1996.

Eastex HOV Lane

Federally Funded: Segment 1 of the Eastex Freeway HOV lane (from the CBD to south of Greens Road) is divided into 12 major Freeway/HOV Lane projects. Nine segments are under construction in FY 1995. The other project segments are under design (by TxDOT). Included in this overall project

will be the widening of US 59 North and reconstruction of frontage roads by TxDOT. The 13.6 mile median HOV lane will have access points at the Central Business District Quitman Street, IH-610/Kelly Street Bypass, the Tidwell Transit Center an the Eastex Park & Ride. Interim median slip ramps will be planned and located so that northern portions of Segment I of the HOV lane may be operational prior to the total 13.6 mile project completion. The Eastex HOV extension to Kingwood and other Eastex HOV improvements are discussed in the RBP Projects section.

## JOINT PROJECTS/GENERAL MOBILITY PROJECTS

Locally Funded: During FY 1995, METRO continued to design and construct joint governmental and general mobility projects to improve mobility for both transit vehicles and private automobiles. METRO is committed to aggressively continuing this roadway improvement program through FY 2000.

## MISCELLANEOUS

Intelligent Transportation System (ITS) (formerly IVHS)

The ITS (IVHS) project encompasses and/or interrelates to a number of other projects including the Smart Computer Program, Vehicle Locator Program, changeable message signs, and video cameras to monitor freeway and HOV operation. ITS is an ongoing project with design, procurement and installation of equipment occurring each year.

HOV Safety Enhancements (Fixed Guideway Modernization)

Beginning in FY 1994, Congress appropriated Section 3 Fixed Guideway Modernization funds by formula. A grant request for 1994 and 1995 funds was submitted in FY 1995. Using annual formula grants, improvements under this program are scheduled to continue through FY 1998. Included in the project will be HOV gates, overheads signs, cameras, more permanent "wrong direction entry" barriers and other amenities to enhance safety on METRO's HOV system.

Advanced Technology Transit Bus (Next Generation Bus)

METRO has been chosen and funded by FTA to develop the Advanced Technology Transit Bus (previously called the Next Generation Bus), which will be a prototype for use by the transit industry in the 21st century. Plans call for development of a light weight, low floor vehicle which maximizes the use of bus/truck interchangeable parts.

2020 Plan MIS and Related Studies

During FY 1995 and 1996 METRO will develop an updated Long Range Plan, METRO 2020. Several studies will aid in the development of METRO's 2020 Plan. Some examples of these studies include, Major Investment Studies (MIS), HOV interconnectivity and Best Bus Program. The HOV Interconnectivity study will look at enhanced connections between HOVs and other freeway corridors, where cost-effective. The Best Bus Program involves the development of a demonstration bus project that would utilize low floor buses with special equipment and enhanced shelter loading areas to speed boarding activity and reduce travel times.

Capital Equipment and Facility Upgrades

Local funds will be spent each year to purchase capital equipment (i.e. shop tools, computer and telecommunication equipment, furnishings and support vehicles) to operate the transit system efficiently. METRO may apply for federal funds to complete certain facility upgrades. This decision will be made as individual projects are evaluated.

Widening of US 290 Frontage Road Bridge near Northwest Station Park & Ride

Widening of this frontage road bridge will be completed in FY 1995. This will eliminate a safety hazard by providing improved visibility for Northwest Station Park & Ride patrons exiting onto the frontage road.

Curb Cuts/Intersection Improvements

Under this project, METRO makes minor street/intersection improvements to improve bus turning radii. This is an ongoing project that improves an average of 10 intersections per year.

Bus Pad/Bus Lane Improvements

This ongoing project includes street, gutter and patron waiting area improvements.

System Accessibility

In FY 1990, the METRO Board adopted a policy of full system accessibility. In support of that policy, all new bus purchases are ADA compatible (either with low floor or wheelchair lift equipment). At the end of FY 1995, 47 routes were fully accessible with buses and support infrastructure in place. As new accessible buses are procured and support infrastructure is completed, all bus routes will be made accessible.

Land Acquisition

This project provides funding for real estate acquisition associated with implementation of specified non-RBP projects. Expenditure of these funds is tied to individual project schedules.

Electronic Registering Fareboxes

Installation of the electronic registering fareboxes was completed in FY 1995.

ADA Compliant Signs

It is anticipated that a contract for procurement and installation of ADA compliant bus signage (front and side windows) will be signed in FY 1995. Installation is scheduled to be completed in FY 1996.

Advanced Radio Communication System

Acquisition of a new radio/dispatch system to replace METRO's current system is underway.

Bus Annunciator Demonstration Project

METRO has a demonstration project to install an on-board information system on approximately 30 buses. The system will display and announce bus location and other trip information for visually and hearing impaired patrons. The annunciator system was undertaken in response to requirements of the American with Disabilities (ADA) regulations. Installation and testing should be completed in FY 1996.

MAN Fiber Optic Network

This project will provide fiber optic connections to METRO facilities and support for several METRO programs including Regional Traffic Control Signal System, the Central Control Facility, and the Smart Commuter Program. This project is scheduled to be completed in FY 1996.

# METRO'S 1996-1998 PROGRAM UPDATE
# REGIONAL BUS PLAN PROJECTS

This section contains a description of current and scheduled work on Regional Bus Plan projects that will take place through FY 1998. RBP projects will have varying levels of FTA participation. Some projects, however, will be 100% locally funded. On a programmatic basis, it is anticipated that the RBP will have a net federal share of 50%.

Preliminary Engineering /Environmental and Future Preliminary Engineering

Preliminary engineering and environmental work will continue on selected Regional Bus Plan project during the FY 1996-98 period.

Downtown Transit Center

Planning/basis for design for the Downtown Transit Center is scheduled to be completed in FY 1995 and final design scheduled to begin in FY 1996. Final design is scheduled to be completed in FY 1997. Construction is scheduled to begin in FY 1997.

Main Street Transit Street (Mall)

Design of the Main Street Transit Street is scheduled for completion in FY 1996. Construction is scheduled to begin early in FY 1998.

Downtown/Midtown Transit Street Improvements

Design of the Downtown/Midtown Transit Streets is scheduled to be completed in FY 1997. Construction is scheduled to begin in FY 1997.

South Main/TMC Transit Street Reconstruction

Design work for the South Main/TMC Transit Street reconstruction was locally funded and is complete. Construction is scheduled to begin in FY 1996 and is scheduled for completion in FY 1998.

South Main Addition Transit Center

Planning/basis for design for the South Main Addition Transit Center is underway in FY 1995. Detail design of this facility is scheduled to begin in FY 1997. Site acquisition is scheduled for FY 1998 and construction is scheduled to begin in FY 1999.

Greenway Plaza Ramp

Design of this ramp is underway and scheduled for completion in FY 1995. Construction of this ramp is scheduled to begin in Fy 1996 and be completed in FY 1998.

Westpark HOV Lane and Extension

Design of this 4.7 mile one-way reversible HOV lane (Southwest Freeway to Wilcrest) is scheduled to be completed in FY 1996. Construction is scheduled to begin in FY 1996. Design and construction of a 4 mile extension of this HOV lane to SH 6 and the Mission Bend Park & Ride lot is scheduled beyond the scope of the 1996-1998 TIP.

Gessner Park & Ride

Construction of the 460 space Gessner Park & Ride is scheduled to begin in FY 1995 and be completed in FY 1996.

West Belt (Westchase) Park & Ride

Design of the 1,100 space West Belt (Westchase) Park & Ride to be completed in FY 1995. Construction is scheduled to begin in FY 1997 and be completed in FY 1998.

Southwest HOV Ramp to Richmond/Post Oak

Planning/basis for design for this ramp is scheduled to be completed in FY 1996. Final design is scheduled to begin in FY 1996 and be completed in FY 1997. Construction is scheduled to begin in FY 1998.

Post Oak Leg Improvements

Planning/basis for design for RBP improvements in the Uptown/Galleria area is scheduled for FY 1997. These projects are currently identified as:

Northwest Transit Center Ramp to North Post Oak Road
Post Oak Bus Lanes
Linear Transit Centers
Southwest HOV Ramp to Richmond/Post Oak (see previous entry)

Northwest HOV lane Extension to Fairfield'

This project includes design and construction of an extension to the Northwest HOV Lane to Fairfield and construction of a Fairfield Park & Ride. Planning/basis for design is beyond the scope of the 1996-1998 TIP.

Shepherd/Durham Transit Center

Planning/basis for design and environmental assessment of an alternate site for the Shepherd/Durham Transit Center is scheduled for completion in FY 1996. Design work is scheduled for completion in FY 1997.

Katy/CBD Ramp

Design work on the Katy/CBD Ramp will be completed in FY 1996. Construction is scheduled to begin FY 1996 with completion slated for FY 1999.

Northwest Transit Center (NWTC)/Inner Katy Connector

Design of the NWTC/Inner Katy Connector is scheduled for completion in FY 1995 with construction beginning in FY 1996.

Louetta Park & Ride

Planning/basis for design for this 1,200 space park and ride lot is scheduled to be completed in FY 1998.

North Shepherd Park & ride T-Ramp

Planning/basis for design for this ramp is scheduled to begin in FY 1997. Final design is scheduled to begin in FY 1998.

Eastex HOV Ramps

Construction (by TxDOT) began in FY 1995 as part of the Eastex Freeway rehabilitation construction. Construction (by TxDOT) of the Will Clayton Ramp began in FY 1995 and is scheduled for completion in FY 1999. Design of the Townsen Park & Ride and Kingwood terminus ramps were completed in FY 1995 and FY 1994, respectively. Construction of both ramps (by TxDOT) will begin in FY 1999.

Eastex HOV Lane Extension to Kingwood (Segment II)

Design of this 6.4 mile HOV extension (by TxDOT) is phased, with the final phase scheduled to be completed in FY 1996. Construction on initial phases began in FY 1995. This 6.4 mile segment will be constructed by TxDOT in four separate projects. Segment II will have access and egress points to the HOV lane at Will Clayton, Townsen, and Kingwood.

Townsen Park & Ride

Design of this Park & Ride has been completed. Site preparation (by TxDOT) is necessary prior to the Park & Ride lot construction. Site preparation construction will begin in FY 1996. Construction of the Park & Ride is scheduled to begin in early FY 1997.

Gulf HOV/US 25 South Ramp

Planning/basis for design of this ramp connection is scheduled to begin in FY 1996. Final design is scheduled to begin in FY 1997.

Fallbrook Bus Operating Facility

Construction of this operating facility began in FY 1995 and scheduled for completion in FY 1996.

Bus Operating Facility #6

Planning/basis for design for this project is scheduled to begin in FY 1998. Final design is scheduled to begin in FY 2000.

RBP Facilities Modification

A number of modifications will be needed at METRO facilities to accommodate the Regional Bus Plan Operating Plan. Improvements will be designed to address concerns such as compliance with the Americans with Disabilities Act (ADA) and criteria related to the Crime Prevention through Environmental Design (CPTED) Program. Improvements to the following facilities are planned:

West Loop Park & Ride - The loading platform of this facility will be expanded and provisions made for a special event loading area. Design of these improvements should be completed in FY 1995 and construction is scheduled to start in FY 1996.

Southeast Transit Center - Improvements to this transit center will include bus ingress/egress improvements, addition of a "kiss and ride" area, addition of parking, and other ADA and safety related items. Design is scheduled to be completed in FY 1996 and construction to begin in FY 1996. Construction is scheduled for completion in FY 1996.

Other RBP Facilities Modifications Project - Other existing facilities requiring modifications to accommodate Regional Bus Plan operations will be identified, with planning/basis for design scheduled for FY 1995 and FY 1996.

Central Control Facility

The Central Control Facility is now referred to as the Command Center for the Greater Houston Transportation and Emergency Management Center (GHTEMC). Staff at GHTEMC are responsible for the management of a variety of freeway and street systems, including the coordination of Intelligent Vehicle Highway System (IVHS) programs, Emergency Management Systems and Enforcement efforts. The GHTEMC are responsible for the management of a variety of freeway and street systems, including the coordination of Intelligent Vehicle Highway System (IVHS) programs, Emergency Management Systems and Enforcement efforts. The GHTEMC will be located in a 52,000 sq. ft. Command Center specially constructed to accommodate the many high technology components and integrated multi-agency personnel. The Command Center Building includes a central operations for special events and emergency conditions and three floors of offices for staff of the participating agencies.

Construction began in FY 1995 and the facility is scheduled to open in FY 1996.

Rideshare Computer

Installation of METRO's Rideshare computer was completed in FY 1995.

Advanced Transit Scheduling System (Scheduling and Runcutting Package)

The Scheduling and Runcutting Package was installed in FY 1994, and is scheduled to be fully operational (customized) by the end of FY 1995.

Geographic Information System (GIS)

Procurement and installation of the database portion of a Geographic Information System is scheduled for FY 1996. This system will provide support for METRO's planning and operation activities.

Regional Computerized Traffic Signal System (RCTCC)

This is an ongoing project which includes development, acquisition, and installation of a system to optimize signal timing and signal operations monitoring. Phased procurement of equipment and construction is already underway and is scheduled to continue through FY 2000.

Automatic Passenger Counters

Procurement of passenger counting equipment is scheduled to begin in FY 1996. Installation of the equipment is scheduled for FY 1997.

Automatic Vehicle Locator

Procurement and installation of the Vehicle Locator System is scheduled for FY 1996.

Lan Acquisition of RBP Projects

This project provides funding for real estate acquisition associated with implementation of specified Regional Bus Plan projects. Expenditure of these funds is tied to individual project schedules.

Bus Acquisition/LNG Component for Replacement Buses

This project Provides for the purchase of buses to expand service in conjunction with the RBP Operating Plan. Specific models will be identified based on retirement schedules, service plan and estimated cost. All buses will meet Clean Air Act and Texas Alternative Fuel requirements and meet all ADA requirements. LNG components for Section 9 replacement buses will be acquired.

Automated Telephone Information System

Procurement and installation of an Automated Telephone Information System is scheduled for FY 1996. This system will allow METRO to better respond to patrons inquiries about route and schedule information.

# METRO'S FY 1996 - 1998
# SECTION 9 CANDIDATE PROJECTS

METRO has proposed the following projects for Section fundings in the FY 1996-1998 TIP. The following Section 9 projects represent what was programmed for 1996 and 1997 in the Fy 1995 TIP.

Bus Acquisition

This project provides for the purchases of buses to replace those which are currently in service being retired. Specific models will be identified based on retirement schedules, service plans and estimated costs. All buses will meet ADA and alternative fuel requirements.

Administrative Office Building

Purchase of an Administrative Office Building was submitted for inclusion as a Section 9 project in the 1994 TIP. The grant award is programmed for FY 1997.

Polk Bus Operating Facility

This project will expand maintenance capacity at the existing Polk operating facility, and was included in the FY 1995 Section 9 program.

SECTION 9 PROJECTS FOR FY 1996

| | | |
|---|---|---|
| Bus Acquisition | $ | 4.7 million |
| Polk BOF | $ | 7.0 million |
| TOTAL | $ | 11.7 million |
| FEDERAL SHARE | $ | 9.5 million |

SECTION 9 PROJECTS FOR FY 1997

| | | |
|---|---|---|
| Bus Acquistion | $ | 11.9 million |
| Administrative Office Building | $ | 12.5 million |
| DBE | $ | 62.5 thousand |
| TOTAL | $ | 34.5 million |
| FEDERAL SHARE | $ | 28.2 million |

# METROPOLITAN TRANSIT AUTHORITY BOARD POLICY STATEMENT ON PRIVATE SECTOR PARTICIPATION IN PUBLIC TRANSPORTATION PROGRAMS

## PURPOSE

METRO's Board of Directors supports fully the involvement of the private sector in the delivery of services by METRO. In fulfilling its commitment to the transit dependent and the Houston metropolitan area, METRO will provide transit service in a cost effective and efficient manner and, to the extent possible, utilize the private sector for the delivery of this service. The Board desires to achieve significant cost savings and transportation benefits for METRO's taxpayers and patrons while favorably impacting the economic, cultural, and social life of the community.

## STATEMENT OF POLICY

The policy is intended to achieve relative cost savings without sacrificing the quality of service. There are seven areas of policy:

1. Transit Services. The use of private contractors on a competitive basis has proven advantageous in the delivery of some of METRO's transit services. METRO will continue to take advantage of cost savings by contracting out future transit services to private carriers as long as there is no measurable decrease in the quality of service. In doing so, METRO will take steps to protect its patrons from the vulnerability of contractor non-performance.

2. Staff Services. METRO will examine existing activities to determine where opportunities may exist for private sector participation in necessary staff services. Where cost effective and practical, METRO will contract for staff services. METRO will use the private sector for work requirements, special projects and peak needs, which can be addressed more cost effectively than by permanent staff.

3. Facility Planning. Design and Engineering. It is desirable that the private sector be used in the planning, development, and alignment of transit routes and facilities. It is important that METRO, to the maximum extent practical, take advantage of competent consulting services available in private sector. The priority for METRO's staff should be the management of these activities.

4. Joint Development. Where it is in its best interest, for example where it would not jeopardize METRO's right to issue tax-exempt bonds, METRO will actively solicit the private sector in the joint development of transit facilities in order to produce economic savings to METRO while at the same stimulating economic development in the private sector.

5. Resolving Disputes. METRO's existing contract procedure for resolution of protests or grievences will be adapted to address disputes that may arise under this policy. This procedure includes the formation of a committee which makes a recommendation to the General Manager, and, for engineering services contracts, and a dispute resolution process.

6. Committee on Private Sector Involvement. A committee will be established to advise staff on the implementation of this policy and make suggestions to staff for improving the use of the private sector in METRO's operations. The committee will be composed of Board members, staff and local members of the private sector, in accordance with the Bylaws.

7. METRO's Contractual Obligations. Nothing in this policy should be construed to prevent METRO from fulfilling its contractual obligations with employees, suppliers and other units of government.

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## Table 3-1
## TRANSIT PROJECTS
## FY 1996
## ($ in thousands)

**REVISED 09/15/95**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Gulf HOV: Phase 3, Ramps | 950246A | Local | $0.0<br>$0.0<br>$110.0<br>$110.0 | METRO<br><br><br>Former Project 950246 |
| Harris | Gulf HOV: Fuqua Park & Ride | 950247 | Local | $0.0<br>$0.0<br>$540.0<br>$540.0 | METRO |
| Harris | Gulf HOV: Fuqua East Park & Pool | 950248 | Local | $0.0<br>$0.0<br>$90.0<br>$90.0 | METRO |
| Harris | Gulf HOV: Monroe Park & Ride | 950249 | Local | $0.0<br>$0.0<br>$120.0<br>$120.0 | METRO |
| Harris | Katy HOV: SC&C, Miscellaneous | 950250A | Local | $0.0<br>$0.0<br>$100.0<br>$100.0 | METRO<br><br><br>Former Project 950250 |
| Harris | North HOV: SC&C, Miscellaneous | 950251A | Local | $0.0<br>$0.0<br>$80.0<br>$80.0 | METRO<br><br><br>Former Project 950251 |
| Harris | North HOV: Crosstimbers Access Ramp | 950252A | Local | $0.0<br>$0.0<br>$2,965.0<br>$2,965.0 | METRO<br><br><br>Former Project 950252 |
| Harris | Southwest HOV: SC&C, Miscellaneous | 950259A | Local | $0.0<br>$0.0<br>$1,450.0<br>$1,450.0 | METRO<br><br><br>Former Project 950259 |
| Harris | Northwest HOV: Miscellaneous | 950260A | Local | $0.0<br>$0.0<br>$35.0<br>$35.0 | METRO<br><br><br>Former Project 950260 |
| Harris | Northwest HOV: NW Station Park & Ride, 2nd Expansion & Mod. | 950261A | Local | $0.0<br>$0.0<br>$2,210.0<br>$2,210.0 | METRO<br><br><br>Former Project 950261 |

**Table 3-1 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Northwest HOV: Widen Frontage Road Bridge #135 | 950262 | Local | $0.0<br>$0.0<br>$200.0<br>$200.0 | METRO |
| Harris | Eastex HOV: Segment 1A: CBD to Tidwell | 950263A | Local | $0.0<br>$0.0<br>$4,180.0<br>$4,180.0 | METRO<br><br><br>Former Project 950263 |
| Harris | Joint & General Mobility Projects | 950267A | Local | $0.0<br>$0.0<br>$62,362.0<br>$62,362.0 | METRO<br><br><br>Former Project 950267 |
| Harris | Transit Street Reconstruction (Transit Mobility Project) | 950268A | Local | $0.0<br>$0.0<br>$15,600.0<br>$15,600.0 | METRO<br><br><br>Former Project 950268 |
| Harris | South Freeway Transit Center | 950269A | Local | $0.0<br>$0.0<br>$1,785.0<br>$1,785.0 | METRO<br><br><br>Former Project 950269 |
| Harris | Greenspoint Transit Center - Phase 2 | 950274A | Local | $0.0<br>$0.0<br>$20.0<br>$20.0 | METRO<br><br><br>Former Project 950274 |
| Harris | Passenger Shelters (Regular) | 950275A | Local | $0.0<br>$0.0<br>$3,115.0<br>$3,115.0 | METRO<br><br><br>Former Project 950275 |
| Harris | Passenger Shelters (Special) | 950276A | Local | $0.0<br>$0.0<br>$110.0<br>$110.0 | METRO<br><br><br>Former Project 950276 |
| Harris | System Accessibility<br><br>**ADA: $4,435.0** | 950282A | Local | $0.0<br>$0.0<br>$4,435.0<br>$4,435.0 | METRO<br><br><br>Former Project 950282 |
| Harris | Curb Cuts/ Intersection Improvements | 950283A | Local | $0.0<br>$0.0<br>$205.0<br>$205.0 | METRO<br><br><br>Former Project 950283 |

**Table 3-1 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Building, Facility and Equipment Upgrades | 950284A | Local | $0.0<br>$0.0<br>$8,000.0<br>$8,000.0 | METRO<br><br><br>Former Project 950284 |
| Harris | Bus Pads/Bus Lane Improvements | 950285A | Local | $0.0<br>$0.0<br>$200.0<br>$200.0 | METRO<br><br><br>Former Project 950285 |
| Harris | LNG Facilities & Equipment | 950287A | Local | $0.0<br>$0.0<br>$3,700.0<br>$3,700.0 | METRO<br><br><br>Former Project 950287 |
| Harris | Support Vehicles | 950288A | Local | $0.0<br>$0.0<br>$3,900.0<br>$3,900.0 | METRO<br><br><br>Former Project 950288 |
| Harris | Bus Improvements | 950289A | Local | $0.0<br>$0.0<br>$6,720.0<br>$6,720.0 | METRO<br><br><br>Former Project 950289 |
| Harris | Shelter and Bus Stop Lighting | 96TR06 | Local | $0.0<br>$0.0<br>$165.0<br>$165.0 | METRO |
| Harris | 2020 Plan, MIS & Related Studies | 96TR07 | Local | $0.0<br>$0.0<br>$3,900.0<br>$3,900.0 | METRO<br><br><br>HOV Intercon., Best Bus, Etc. |
| Harris | Gulf HOV: SC&C, Miscellaneous | 96TR26 | Local | $0.0<br>$0.0<br>$110.0<br>$110.0 | METRO<br><br><br>Former Project 950246 |
| Harris | Eastex HOV: SC&C, Miscellaneous | 96TR35 | Local | $0.0<br>$0.0<br>$345.0<br>$345.0 | METRO<br><br><br>Former Project 950263 |
| Harris | Eastex HOV: Eastex Park & Ride Modification | 96TR38 | Local | $0.0<br>$0.0<br>$1,980.0<br>$1,980.0 | METRO<br><br><br>Former Project 950264 |
| | **TOTAL ADA COST: $4,435.0**<br>**LOCAL TOTAL** | | | **$0.0**<br>**$0.0**<br>**$128,732.0**<br>**$128,732.0** | |

**Table 3-1 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Fixed Guideway Modernization | 950277 | 3 | $3,855.0<br>$0.0<br>$964.0<br>$4,819.0 | METRO<br><br>FY '95 Grant; TX-03-0174<br>HOV Safety Enhancements |
| Harris | Bus Annunciator Demonstration Project | 950280 | 3 | $262.0<br>$0.0<br>$66.0<br>$328.0 | METRO<br><br><br>FY '92 Grant; TX-03-3500 |
| Harris | North HOV Phase 4:<br>(See Attachment) | 96TR10 | 3 | $40,015.0<br>$0.0<br>$13,338.0<br>$53,353.0 | METRO<br><br>FY '86 Grant; TX-03-0119<br>See Attachment |
| Harris | Southwest HOV:<br>(See Attachment) | 96TR11 | 3 | $18,750.0<br>$0.0<br>$6,250.0<br>$25,000.0 | METRO<br><br>FY '95 Grant; TX-03-0118<br>See Attachment |
| Harris | Regional Bus Plan:<br>(See Attachment) | 96TR13 | 3 | $500,000.0<br>$0.0<br>$500,000.0<br>$1,000,000.0 | METRO<br><br>TX-03-0150; See Attachment<br>for Comments |
| Galveston | Galveston Trolley Vehicle Rehab. Project | 96TR14 | 3 | $500.0<br>$0.0<br>$125.0<br>$625.0 | Island Transit<br><br><br>Brazos Valley |
| Montgomery | Capital Cost of Contracting<br>— | 96TR15 | 3 | $1,000.0<br>$0.0<br>$250.0<br>$1,250.0 | The Woodlands<br><br><br>Brazos Valley; Years 6 and 7 |
| Harris | Fixed Guideway Modernization | 96TR57 | 3 | $1,725.0<br>$0.0<br>$431.0<br>$2,156.0 | METRO<br>FY '96 Grant<br>HOV Safety Enhancements<br>Former Project 950277 |
| Montgomery | Pedestrian Town Center<br>(Phase 3) | 96TR64 | 3 | $2,729.0<br>$0.0<br>$682.3<br>$3,411.3 | Brazos<br>Supplemental Funding<br>Amended 3/16/95<br>Former Project 940142 |
| | **CATEGORY 3 TOTAL** | | | **$568,836.0**<br>**$0.0**<br>**$522,106.3**<br>**$1,090,942.3** | |

**Table 3-1 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Bus Acquisitions<br><br><br>**ADA: $352.0** | 940359 | 9 | $44,177.0<br>$0.0<br>$9,049.0<br>$53,226.0 | METRO<br><br><br>Fy '95 Grant; Tx-90-X337 |
| Galveston | General Transit Planning | 940367 | 9 | $96.0<br>$0.0<br>$24.0<br>$120.0 | Island Transit<br><br>Includes Financial Capacity Analysis |
| Galveston | Replace A/C in all Buildings | 940369 | 9 | $48.0<br>$0.0<br>$12.0<br>$60.0 | Island Transit |
| Galveston | Replace Shop Bay Doors | 940370 | 9 | $24.0<br>$0.0<br>$6.0<br>$30.0 | Island Transit |
| Galveston | Rebuild Engines & Transmissions | 940371 | 9 | $62.0<br>$0.0<br>$15.0<br>$77.0 | Island Transit |
| Galveston | Replace Trolley Wash Rack | 940372 | 9 | $44.0<br>$0.0<br>$11.0<br>$55.0 | Island Transit |
| Galveston | Replace Trolley Pick-Up Truck | 940373 | 9 | $19.0<br>$0.0<br>$5.0<br>$24.0 | Island Transit |
| Galveston | Replace Trolley Telephone System | 940374 | 9 | $4.0<br>$0.0<br>$1.0<br>$5.0 | Island Transit |
| Harris | City Wide Elderly & Disabled Transportation Service | 940375 | 9 | $200.0<br>$0.0<br>$50.0<br>$250.0 | Baytown<br><br><br>FY '96 Grant |
| Harris | Advanced Radio Communication System | 950063 | 9 | $16,362.0<br>$0.0<br>$4,091.0<br>$20,453.0 | METRO<br><br><br>FY '93 Grant |

**Table 3-1 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Fiber Optic Metropolitan Area Network | 950066 | 9 | $4,000.0<br>$0.0<br>$1,000.0<br>$5,000.0 | METRO<br><br><br>FY '95 Grant; TX-90-X337 |
| Harris | Polk Bus Operating Facility Expansion | 950266 | 9 | $5,600.0<br>$0.0<br>$1,400.0<br>$7,000.0 | METRO<br><br><br>FY '96 Grant |
| Harris | ADA Compliant Signs | 950279 | 9 | $2,824.0<br>$0.0<br>$314.0<br>$3,138.0 | METRO<br><br><br>FY '93 Grant |
| Harris | Electronic Fareboxes | 950281 | 9 | $8,197.0<br>$0.0<br>$2,050.0<br>$10,247.0 | METRO<br><br><br>FY '92 Grant; Tx-90-X237 |
| Galveston | The Gulf Coast Center | 950293A | 9 | $266.0<br>$125.0<br>$126.2<br>$517.2 | TXDOT<br>FY '96 Grant<br>City of Texas City<br>Former Project 950293 |
| Galveston | The Gulf Coast Center (CMAQ Transfer) | 96TR02 | 9 | $150.5<br>$0.0<br>$77.5<br>$228.0 | TXDOT<br><br>FY '96 Grant; FY '95 CMAQ<br>City of Texas City |
| Harris | Katy HOV Phase 3; Includes Addicks Park & Ride Expansion Phase 1 & 2 | 96TR12 | 9 | $6,732.6<br>$0.0<br>$1,683.2<br>$8,415.8 | METRO<br><br><br>FY '84 Grant; Tx-90-X015 |
| Harris | DBE Training | 96TR17 | 9 | $50.0<br>$0.0<br>$12.5<br>$62.5 | METRO<br><br>Not Previously Approved<br>By TPC |
| Galveston | Island Transit | 96TR18 | 9 | $689.0<br>$216.5<br>$437.5<br>$1,343.0 | Brazos<br>FY '96 Grant<br>City of Galveston<br>Former Project 950125 |
| Harris | Metrolift Vans | 96TR58 | 9 | $523.7<br>$0.0<br>$108.3<br>$632.0 | METRO<br><br>FY '95 Grant; TX-90-X337<br>Former Project 950067 |

**Table 3-1 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Eastex HOV Seg. 1B:<br>Tidwell to Greens, Tidwell I/C | 96TR59 | 9 | $20,430.0<br>$0.0<br>$5,107.5<br>$25,537.5 | METRO<br><br>FY '91 Grant; TX-90-X202<br>Former Project 950263 |
| Harris | Eastex HOV Seg. 1B:<br>Tidwell to Greens, Tidwell I/C | 96TR60 | 9 | $1,000.0<br>$0.0<br>$250.0<br>$1,250.0 | METRO<br><br>FY '92 Grant; TX-90-X237<br>Former Project 950263 |
| Harris | Bus Acquisitions | 96TR61 | 9 | $3,900.0<br>$0.0<br>$800.0<br>$4,700.0 | METRO<br><br>FY '96 Grant<br>Former Project 940359 |
| Harris | Metrolift Vans | 96TR62 | 9 | $3,569.0<br>$0.0<br>$731.0<br>$4,300.0 | METRO<br><br>FY '94 Grant; TX-90-X300<br>Former Project 950067 |
| Harris | Katy HOV: Addicks P&R<br>2nd Expansion Phase 1 | 96TR63 | 9 | $2,160.0<br>$0.0<br>$540.0<br>$2,700.0 | METRO<br><br>FY '95 Grant; TX-90-X337<br>Former Project 950065 |
| | **TOTAL ADA COST: $352.0**<br>**CATEGORY 9 TOTAL** | | | **$121,127.8**<br>**$341.5**<br>**$27,901.7**<br>**$149,371.0** | |

**Table 3-1 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | American Red Cross | 950505 | 16 | $182.3<br>$0.0<br>$45.6<br>$227.9 | TXDOT<br><br><br>FY '96 Grant |
| Harris | Indochinese Culture Center | 950506 | 16 | $88.2<br>$0.0<br>$22.0<br>$110.2 | TXDOT<br><br><br>FY '96 Grant |
| Harris | Richmond State School | 950507 | 16 | $102.9<br>$0.0<br>$25.7<br>$128.6 | TXDOT<br><br><br>FY '96 Grant |
| Liberty | Liberty County Project on Aging | 950508 | 16 | $16.3<br>$0.0<br>$4.1<br>$20.4 | TXDOT<br><br><br>FY '96 Grant |
| Liberty | Liberty County Project on Aging | 96TR66 | | $48.6<br>$0.0<br>$12.2<br>$60.8 | TXDOT<br><br><br>FY '96 Grant |
| | **CATEGORY 16 TOTAL** | | | **$438.3**<br>**$0.0**<br>**$109.6**<br>**$547.9** | |

**Table 3-1 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Galveston | The Gulf Coast Center | 940363A | 18 | $120.3<br>$271.8<br>$75.4<br>$467.5 | TXDOT<br>FY '96 Grant<br>—<br>Former Project 940363 |
| Montgomery | Brazos Transit System<br>(Rural Mobility) | 940365A | 18 | $754.1<br>$832.3<br>$196.0<br>$1,782.4 | Brazos<br>FY '96 Grant<br>The Woodlands<br>Former Project 940365 |
| Waller | Colorado Valley Transit | 950509A | 18 | $119.3<br>$271.8<br>$91.0<br>$482.1 | TXDOT<br><br>FY '96 Grant<br>Former Project 950509 |
| | **CATEGORY 18 TOTAL** | | | **$993.7**<br>**$1,375.9**<br>**$362.4**<br>**$2,732.0** | |

**Table 3-1 (Cont'd)**
***TRANSIT PROJECTS***
**FY 1996**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Advanced Technology Transit Bus Formerly Next Generation Bus | 950273 | 26 | $4,488.0<br>$0.0<br>$1,122.0<br>$5,610.0 | METRO<br><br><br>FY '92 Grant; TX-26-0004 |
| Harris | Intelligent Transportation System (ITS); Formerly IVHS | 950278 | 26 | $500.0<br>$2,500.0<br>$2,000.0<br>$5,000.0 | METRO<br><br><br>FY '92 Grant; TX-26-0006 |
| | **CATEGORY 26 TOTAL** | | | **$4,988.0**<br>**$2,500.0**<br>**$3,122.0**<br>**$10,610.0** | |
| | **TOTAL ADA COST: $4,787.0**<br>**GRAND TOTAL** | | | **$696,383.8**<br>**$4,217.4**<br>**$682,334.0**<br>**$1,382,935.2** | |

## METRO Transit Project Attachments

**Regional Bus Plan Projects**
**FY 1996**

*Projects Include:*
Engineering/Environmental
Downtown Transit Center
Main Street Transit Street
Downtown/Midtown Transit Street Improvements
South Main/TMC Transit Street Improvements
Greenway Plaza Ramp
Westpark HOV Lane
Gessner Park & Ride
West Belt Park & Ride
Shepherd/Durham Transit Center
Katy/CBD Ramp
Northwest Transit Center/Inner Katy Connector
Eastex HOV Ramp at Quitman
Eastex HOV Lane Extension to Kingwood
Eastex HOV Ramp at Will Clayton
Eastex HOV Ramp at Townsen
Eastex HOV Terminus at Kingwood
Townsen Park & Ride
Fallbrook Bus Operating Facility
RBP Facilities Modification
Central Control Facility
RideShare Computer
Schedule and Runcutting Package
Automated Telephone Information System
Geographic Information System
Regional Computerized Traffic Signal
Automatic Passenger Counters
Automatic Vehicle Locator
LNG Componennt for Replacement Buses
Bus Acquisitions (NEW)
Real Estate Acquisitions
South Main Addition Transit Center
Westpark HOV Lane Extension to SH6
SW HOV Ramp to Richmond/Post Oak
Linear Transit Centers
Northwest Transit Center Ramp to N. Post Oak
Post Oak Bus Lanes
Northwest HOV Lane Extension to Fairfield
Louetta Park & Ride
N. Shepherd Park & Ride T-Ramp
Gulf HOV/US 59 South Ramp
Bus Operating Facility #6

***$264.7M HAS BEEN APPROPRIATED BY CONGRESS TO DATE; $235.3M IS UNAUTHORIZED**

## METRO Transit Project Attachments

**HOV Lane Projects**

96TR10 North HOV Phase 4
*Project includes:*

HOV Construction Beltway 8 to
N. of FM 1960, Barrier Modification
Kuykendahl and FM 1960 Interchanges
(Formerly 950251)

Kuykendahl Park & Ride Expansion
(Formerly 950253)

Northline Transit Center
(Formerly 950254)

Stuebner Airline Park & Ride
(Formerly 950255)

96TR11 Southwest HOV
*Project includes:*

HOV Construction
Segment 1A: Keegan's Bayou to
Fort Bend County Line, Ramps
Park & Ride and Transit Center
(Formerly 950256)

Segment V: Shepherd to SH 288
(Formerly 950257)

## Table 3-2
## TRANSIT PROJECTS
## FY 1997
## ($ in thousands)

**REVISED 09/15/95**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Katy HOV: SC&C, Miscellaneous | 950250B | Local | $0.0<br>$0.0<br>$30.0<br>$30.0 | METRO<br><br><br>Former Project 950250 |
| Harris | North HOV: SC&C, Miscellaneous | 950251B | Local | $0.0<br>$0.0<br>$55.0<br>$55.0 | METRO<br><br><br>Former Project 950251 |
| Harris | North HOV: Crosstimbers Access Ramp | 950252B | Local | $0.0<br>$0.0<br>$5,525.0<br>$5,525.0 | METRO<br><br><br>Former Project 950252 |
| Harris | Southwest HOV: SC&C, Miscellaneous | 950259B | Local | $0.0<br>$0.0<br>$1,800.0<br>$1,800.0 | METRO<br><br><br>Former Project 950259 |
| Harris | Northwest HOV: Miscellaneous | 950260B | Local | $0.0<br>$0.0<br>$30.0<br>$30.0 | METRO<br><br><br>Former Project 950260 |
| Harris | Northwest HOV: NW Station Park & Ride, 2nd Expansion & Mod. | 950261B | Local | $0.0<br>$0.0<br>$2,435.0<br>$2,435.0 | METRO<br><br><br>Former Project 950261 |
| Harris | Eastex HOV: Segment 1A: CBD to Tidwell | 950263B | Local | $0.0<br>$0.0<br>$9,775.0<br>$9,775.0 | METRO<br><br><br>Former Project 950263 |
| Harris | Joint & General Mobility Projects | 950267B | Local | $0.0<br>$0.0<br>$33,786.0<br>$33,786.0 | METRO<br><br><br>Former Project 950267 |
| Harris | Transit Street Reconstruction (Transit Mobility Project) | 950268B | Local | $0.0<br>$0.0<br>$4,245.0<br>$4,245.0 | METRO<br><br><br>Former Project 950268 |
| Harris | South Freeway Transit Center | 950269B | Local | $0.0<br>$0.0<br>$3,300.0<br>$3,300.0 | METRO<br><br><br>Former Project 950269 |

**Table 3-2 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1997**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Greenspoint Transit Center - Phase 2 | 950274B | Local | $0.0<br>$0.0<br>$225.0<br>$225.0 | METRO<br><br><br>Former Project 950274 |
| Harris | Passenger Shelters (Regular) | 950275B | Local | $0.0<br>$0.0<br>$1,515.0<br>$1,515.0 | METRO<br><br><br>Former Project 950275 |
| Harris | Passenger Shelters (Special) | 950276B | Local | $0.0<br>$0.0<br>$110.0<br>$110.0 | METRO<br><br><br>Former Project 950276 |
| Harris | System Accessibility<br><br>**ADA: $2,700.0** | 950282B | Local | $0.0<br>$0.0<br>$2,700.0<br>$2,700.0 | METRO<br><br><br>Former Project 950282 |
| Harris | Curb Cuts/Intersection Improvements | 950283B | Local | $0.0<br>$0.0<br>$200.0<br>$200.0 | METRO<br><br><br>Former Project 950283 |
| Harris | Building, Facility and Equipment Upgrades | 950284B | Local | $0.0<br>$0.0<br>$8,000.0<br>$8,000.0 | METRO<br><br><br>Former Project 950284 |
| Harris | Bus Pads/Bus Lane Improvements | 950285B | Local | $0.0<br>$0.0<br>$215.0<br>$215.0 | METRO<br><br><br>Former Project 950285 |
| Harris | LNG Facilities & Equipment | 950287B | Local | $0.0<br>$0.0<br>$500.0<br>$500.0 | METRO<br><br><br>Former Project 950287 |
| Harris | Support Vehicles | 950288B | Local | $0.0<br>$0.0<br>$900.0<br>$900.0 | METRO<br><br><br>Former Project 950288 |
| Harris | Bus Improvements | 950289B | Local | $0.0<br>$0.0<br>$7,442.0<br>$7,442.0 | METRO<br><br><br>Former Project 950289 |

**Table 3-2 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1997**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Gulf HOV: SC&C, Miscellaneous | 96TR25 | Local | $0.0<br>$0.0<br>$40.0<br>$40.0 | METRO<br><br><br>Former Project 950246 |
| Harris | Eastex HOV: SC&C, Miscellaneous | 96TR36 | Local | $0.0<br>$0.0<br>$95.0<br>$95.0 | METRO<br><br><br>Former Project 950263 |
| Harris | Eastex HOV: Eastex Park & Ride Modification | 96TR39 | Local | $0.0<br>$0.0<br>$365.0<br>$365.0 | METRO<br><br><br>Former Project 950264 |
| Harris | Shelter and Bus Stop Lighting | 96TR44 | Local | $0.0<br>$0.0<br>$165.0<br>$165.0 | METRO |
| Harris | 2020 Plan, MIS and Related Studies | 96TR53 | Local | $0.0<br>$0.0<br>$6,000.0<br>$6,000.0 | METRO<br><br><br>HOV Intercon., Best Bus, Etc. |
| | **TOTAL ADA COST: $2,700.0**<br>**LOCAL TOTAL** | | | **$0.0**<br>**$0.0**<br>**$89,453.0**<br>**$89,453.0** | |

**Table 3-2 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1997**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Montgomery | Capital Cost of Contracting | 96TR16 | 3 | $550.0<br>$0.0<br>$138.0<br>$688.0 | The Woodlands<br><br><br>Brazos Valley; Year 8 |
| Harris | Fixed Guideway Modernization | 96TR56 | 3 | $1,725.0<br>$0.0<br>$431.0<br>$2,156.0 | METRO<br>FY '97 Grant<br>HOV Safety Enhancements<br>Former Project 950277 |
| | **CATEGORY 3 TOTAL** | | | **$2,275.0**<br>**$0.0**<br>**$569.0**<br>**$2,844.0** | |

**Table 3-2 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1997**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Administrative Office Building | 940376 | 9 | $10,000.0<br>$0.0<br>$2,500.0<br>$12,500.0 | METRO<br><br><br>FY '96 Grant |
| Galveston | The Gulf Coast Center | 950293B | 9 | $451.3<br>$131.7<br>$131.7<br>$714.7 | TXDOT<br>City of Texas City<br>FY '97 Grant<br>Former Project 950293 |
| Harris | Bus Aquisitions<br><br>**ADA: $2,002.0** | 96TR55 | 9 | $18,177.0<br>$0.0<br>$3,723.0<br>$21,900.0 | METRO<br><br>FY '96 Grant<br>Former Project 940359 |
| Galveston | Island Transit Operating Assistance FY '97 | 96TR65 | 9 | $723.0<br>$215.5<br>$507.5<br>$1,446.0 | Brazos<br><br>Incl. Handi-Van Svc. FY '97<br>Former Project 950125 |
| | **TOTAL ADA COST: $2,002.0**<br>**CATEGORY 9 TOTAL** | | | **$29,351.3**<br>**$347.2**<br>**$6,862.2**<br>**$36,560.7** | |

**Table 3-2 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1997**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Elderly & Disabled Transportation (Various Projects) | 940366A | 16 | $75.0<br>$28.0<br>$28.0<br>$131.0 | TXDOT<br><br>95 COV - EXEMPT<br>Former Project 940366 |
| | **CATEGORY 16 TOTAL** | | | **$75.0**<br>**$28.0**<br>**$28.0**<br>**$131.0** | |

**Table 3-2 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1997**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Galveston | The Gulf Coast Center | 940363B | 18 | $131.0<br>$271.8<br>$91.0<br>$493.8 | TXDOT<br>FY '97 Grant<br><br>Former Project 940363 |
| Montgomery | Brazos Transit System<br>(Rural Mobility) | 940365B | 18 | $754.1<br>$832.3<br>$196.0<br>$1,782.4 | Brazos<br>FY '97 Grant<br>The Woodlands<br>Former Project 940365 |
| Waller | Colorado Valley Transit | 950509B | 18 | $18.0<br>$0.0<br>$18.1<br>$36.1 | TXDOT<br><br>FY '97 Grant<br>Former Project 950509 |
| | **CATEGORY 18 TOTAL** | | | **$903.1<br>$1,104.1<br>$305.1<br>$2,312.3** | |
| | **TOTAL ADA COST: $4,702.0<br>GRAND TOTAL** | | | **$32,604.4<br>$1,479.3<br>$97,217.3<br>$131,301.0** | |

**Table 3-3**
**TRANSIT PROJECTS**
**FY 1998**
**($ in thousands)**

**REVISED 09/15/95**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Gulf HOV: SC&C, Miscellaneous | 96TR27 | Local | $0.0<br>$0.0<br>$40.0<br>$40.0 | METRO<br><br><br>Former Project 950246 |
| Harris | Katy HOV: SC&C, Miscellaneous | 96TR28 | Local | $0.0<br>$0.0<br>$30.0<br>$30.0 | METRO<br><br><br>Former Project 950250 |
| Harris | Katy HOV: Addicks Park & Ride 2nd Expansion (Phase 2) | 96TR29 | Local | $0.0<br>$0.0<br>$570.0<br>$570.0 | METRO<br><br>FY '96 Grant<br>Former Project 950065 |
| Harris | North HOV: SC&C, Miscellaneous | 96TR30 | Local | $0.0<br>$0.0<br>$50.0<br>$50.0 | METRO<br><br><br>Former Project 950251 |
| Harris | North HOV: Crosstimbers Access Ramp | 96TR31 | Local | $0.0<br>$0.0<br>$2,930.0<br>$2,930.0 | METRO<br><br><br>Former Project 950252 |
| Harris | Southwest HOV: SC&C, Miscellaneous | 96TR32 | Local | $0.0<br>$0.0<br>$300.0<br>$300.0 | METRO<br><br><br>Former Project 950259 |
| Harris | Northwest HOV: Miscellaneous | 96TR33 | Local | $0.0<br>$0.0<br>$30.0<br>$30.0 | METRO<br><br><br>Former Project 950260 |
| Harris | Eastex HOV: Segment 1A: CBD to Tidwell | 96TR34 | Local | $0.0<br>$0.0<br>$3,907.0<br>$3,907.0 | METRO<br><br><br>Former Project 950263 |
| Harris | Eastex HOV: SC&C, Miscellaneous | 96TR37 | Local | $0.0<br>$0.0<br>$3,075.0<br>$3,075.0 | METRO<br><br><br>Former Project 950263 |
| Harris | Joint & General Mobility Projects | 96TR40 | Local | $0.0<br>$0.0<br>$11,179.0<br>$11,179.0 | METRO<br><br><br>Former Project 950267 |

**Table 3-3 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1998**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Greenspoint Transit Center - Phase 2 | 96TR41 | Local | $0.0<br>$0.0<br>$1,555.0<br>$1,555.0 | METRO<br><br><br>Former Project 950274 |
| Harris | Passenger Shelters (Regular) | 96TR42 | Local | $0.0<br>$0.0<br>$605.0<br>$605.0 | METRO<br><br><br>Former Project 950275 |
| Harris | Passenger Shelters (Special) | 96TR43 | Local | $0.0<br>$0.0<br>$110.0<br>$110.0 | METRO<br><br><br>Former Project 950276 |
| Harris | Shelter and Bus Stop Lighting | 96TR45 | Local | $0.0<br>$0.0<br>$155.0<br>$155.0 | METRO |
| Harris | System Accessibility<br><br>**ADA: $445.0** | 96TR46 | Local | $0.0<br>$0.0<br>$445.0<br>$445.0 | METRO<br><br><br>Former Project 950282 |
| Harris | Curb Cuts/Intersection Improvements | 96TR47 | Local | $0.0<br>$0.0<br>$200.0<br>$200.0 | METRO<br><br><br>Former Project 950283 |
| Harris | Building, Facility and Equipment Upgrades | 96TR48 | Local | $0.0<br>$0.0<br>$7,000.0<br>$7,000.0 | METRO<br><br><br>Former Project 950284 |
| Harris | Bus Pads/Bus Lane Improvements | 96TR49 | Local | $0.0<br>$0.0<br>$150.0<br>$150.0 | METRO<br><br><br>Former Project 950285 |
| Harris | LNG Facilities & Equipment | 96TR50 | Local | $0.0<br>$0.0<br>$500.0<br>$500.0 | METRO<br><br><br>Former Project 950287 |
| Harris | Support Vehicles | 96TR51 | Local | $0.0<br>$0.0<br>$1,400.0<br>$1,400.0 | METRO<br><br><br>Former Project 950288 |

**Table 3-3 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1998**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Bus Improvements | 96TR52 | Local | $0.0<br>$0.0<br>$5,767.0<br>$5,767.0 | METRO<br><br><br>Former Project 950289 |
| Harris | 2020 Plan, MIS and Related Studies | 96TR54 | Local | $0.0<br>$0.0<br>$4,100.0<br>$4,100.0 | METRO<br><br><br>HOV Intercon., Best Bus, Etc. |
| | **TOTAL ADA COST: $445.0**<br>**LOCAL TOTAL** | | | **$0.0**<br>**$0.0**<br>**$44,098.0**<br>**$44,098.0** | |

**Table 3-3 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1998**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Galveston | Island Transit Operating Assistance FY '98 | 96TR19 | 9 | $759.0<br>$215.5<br>$543.5<br>$1,518.0 | Brazos<br>—<br>FY '98 Grant<br>City of Galveston |
| Galveston | Gulf Coast Center | 96TR22 | 9 | $545.0<br>$125.0<br>$66.5<br>$736.5 | Gulf Coast Center<br>FY '98 Grant<br>Texas City<br>Former Project 950293 |
| | **CATEGORY 9 TOTAL** | | | **$1,304.0**<br>**$340.5**<br>**$610.0**<br>**$2,254.5** | |

**Table 3-3 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1998**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Harris | Elderly & Disabled Transportation (Various Projects) | 96TR20 | 16 | $373.5<br>$0.0<br>$93.4<br>$466.9 | TXDOT<br><br>95 COV - EXEMPT<br>Former Project 940366 |
| | **CATEGORY 16 TOTAL** | | | **$373.5**<br>**$0.0**<br>**$93.4**<br>**$466.9** | |

**Table 3-3 (Cont'd)**
**TRANSIT PROJECTS**
**FY 1998**
**($ in thousands)**

| COUNTY | PROJECT NAME/ DESCRIPTION | PROJECT NUMBER | CATEGORY | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LEAD AGENCY<br><br><br>COMMENTS |
|---|---|---|---|---|---|
| Waller | Colorado Valley Transit | 96TR21 | 18 | $18.0<br>$0.0<br>$18.1<br>$36.1 | TXDOT<br><br>FY '98 Grant<br>Former Project 950509 |
| Galveston | The Gulf Coast Center | 96TR23 | 18 | $120.3<br>$271.8<br>$75.4<br>$467.5 | TXDOT<br>FY '98 Grant<br><br>Former Project 940363 |
| Montgomery | Brazos Transit System<br>(Rural Mobility) | 96TR24 | 18 | $754.1<br>$832.3<br>$196.0<br>$1,782.4 | Brazos<br>FY '98 Grant<br>The Woodlands<br>Former Project 940365 |
| | **CATEGORY 18 TOTAL** | | | **$892.4**<br>**$1,104.1**<br>**$289.5**<br>**$2,286.0** | |
| | **TOTAL ADA COST: $445.0**<br>**GRAND TOTAL** | | | **$2,569.9**<br>**$1,444.6**<br>**$45,090.9**<br>**$49,105.4** | |

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# CHAPTER 4

# STATE FUNDED HIGHWAY PROJECTS

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## State Funded Highway Projects for the 1995-97 Transportation Improvement Program

The following pages show a detailed listing of projects by various funding categories of the state funding source. These funding categories include: State Preventive Maintenance, State Farm to Market Roads, State Rehabilitation of Signs, Signals, and Pavement Markings, State District Discretionary, State Rehabilitation, Miscellaneous, State Park Roads, State PASS METRO Match, and State Arterial Street System (PASS). Most of these projects address needs or concerns on the TxDOT system that might not qualify for federal funding.

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9/29/95

1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
HOUSTON
HOUSTON-GALVESTON MPO

1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>FORT BEND<br><br>0192-01-071 | SH 6<br>US 90A<br>SP 58<br>ACP OVERLAY | 960010<br>3<br>0 -<br>0.894 | PM<br>7<br><br>1117 | $0<br>$158,000<br>$0<br>$158,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0187-05-044 | SH 36<br>FM 1489<br>US 90A<br>BASE REPAIR, SURFACE TREATMENT AND ACP OVERLAY | 960009<br>4<br>0<br>10.096 | PM<br>7<br><br>1117 | $0<br>$1,000,000<br>$0<br>$1,000,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>0675-08-075 | IH 45<br>LOOP 336 (N)<br>WALKER C/L<br>CRACK SEALING, ACP REPAIR AND STRIPING IN SECTIO | 960006<br>1<br>0<br>12.244 | PM<br>7<br><br>1117 | $0<br>$275,000<br>$0<br>$275,000 | 03/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>3187-01-004 | SP 55<br>SH 146<br>CHAMBERS C/L<br>PLANE, ACP OVERLAY AND PAVE SHOULDERS | 960014<br>6<br>0<br>0.825 | PM<br>7<br><br>1117 | $0<br>$240,000<br>$0<br>$240,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0027-13-164 | US 59<br>BRAYS BAYOU<br>GREENBRIAR DR<br>ARMOR JOINT REPAIR | 960005<br>2<br>0<br>8.889 | PM<br>7<br><br>1117 | $0<br>$1,000,000<br>$0<br>$1,000,000 | 12/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0027-06-045 | US 90A<br>LP 529<br>SPUR 1640<br>MILL, ACP OVERLAY, LOOP DETECTOR REPLACEMENT AND | 960015<br>3<br>0<br>1.660 | PM<br>7<br><br>1117 | $0<br>$508,000<br>$0<br>$508,000 | 05/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0027-07-031 | US 90A<br>SPUR 1640<br>BRAZOS RIVER<br>MILL, ACP OVERLAY, LOOP DETECTOR REPLACEMENT AND | 960016<br>3<br>0<br>2.590 | PM<br>7<br><br>1117 | $0<br>$792,000<br>$0<br>$792,000 | 05/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0389-03-028 | SH 146<br>ALEXANDER ST.<br>N. OF MARVIN<br>PAVEMENT REPAIR AND MICROSURFACE | 960011<br>3<br>0<br>3.111 | PM<br>7<br><br>1117 | $0<br>$657,000<br>$0<br>$657,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0502-01-167 | SH 225<br>IH 610<br>TIDAL RD.<br>APPROACH SLAB REPAIR | 960018<br>2<br>0<br>11.011 | PM<br>7<br><br>1117 | $0<br>$2,719,000<br>$0<br>$2,719,000 | 05/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0598-01-059 | SH 288<br>BELLFORT<br>BRAZORIA C/L<br>ARMOR JOINT REPAIR AND FULL DEPTH CONCRETE REPAI | 960012<br>2<br>0<br>5.666 | PM<br>7<br><br>1117 | $0<br>$1,140,000<br>$0<br>$1,140,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0188-09-028 | FM 723<br>BRAZOS RIVER<br>US 90A<br>ACP OVERLAY | 960017<br>5<br>0<br>0.554 | PM<br>7<br><br>1117 | $0<br>$78,000<br>$0<br>$78,000 | 05/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0976-01-028 | FM 865<br>IH 610<br>BRAZORIA C/L<br>BASE REPAIR AND ACP OVERLAY IN SECTIONS | 960007<br>5<br>0<br>8.290 | PM<br>7<br><br>1117 | $0<br>$500,000<br>$0<br>$500,000 | 03/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>1258-04-048 | FM 1093<br>SAGE RD.<br>WOODLAND PARKWAY<br>PLANING AND ACP OVERLAY | 960008<br>3<br>0<br>4.748 | PM<br>7<br><br>1117 | $0<br>$2,300,000<br>$0<br>$2,300,000 | 03/96<br>NEW PROJECT ON 96 TIP |

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1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>BRAZORIA<br><br>1684-01-015 | FM 1128<br>FM 518<br>BAILEY RD (CR 101)<br>ACP OVERLAY | 960013<br>6<br>0<br>2.000 | PM<br>7<br><br>1117 | $0<br>$281,000<br>$0<br>$281,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>2897-01-007 | FM 830<br>LAKE CONROE<br>SH 75<br>ONE COURSE SURFACE TREATMENT | 960019<br>6<br>0<br>5.692 | FM-REH<br>8A<br><br>1117 | $0<br>$179,000<br>$0<br>$179,000 | 02/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>BRAZORIA<br><br>1684-01-014 | FM 1128<br>SH 6<br>BAILEY RD. (C.R. 101)<br>ACP OVERLAY | 960021<br>6<br>0<br>4.839 | FM-REH<br>8A<br><br>1117 | $0<br>$680,000<br>$0<br>$680,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>3158-01-015 | FM 3083<br>IH 45<br>LOOP 336 (N)<br>STABILIZED BASE, CRACK SEALING AND ACP OVERLAY | 960020<br>5<br>0<br>3.735 | FM-REH<br>8A<br><br>1117 | $0<br>$942,000<br>$0<br>$942,000 | 03/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0188-10-008 | FM 1463<br>US 90<br>IH 10<br>WIDEN TO 4 LANE DIVIDED CURB AND GUTTER | 950480<br>4<br>0<br>0.568 | FM-NEW<br>8B<br>C<br>1117 | $0<br>$1,299,000<br>$0<br>$1,299,000 | 12/95 |
| HOUSTON<br>MONTGOMERY<br><br>0912-37-089 | CR<br>AT LAKE HOUSTON STATE PARK (P128)<br>.<br>CONSTRUCT GRAVEL ROADS AND PARKING AREAS FOR INT | 950317<br>7<br>0<br>0.720 | PARK<br>9<br>C<br>1117 | $0<br>$63,000<br>$0<br>$63,000 | 09/95 |
| HOUSTON<br>HARRIS<br><br>0912-71-440 | CR<br>AT SHELDON STATE PARK (P138)<br>.<br>RECONSTRUCT ACCESS ROAD AND PARK ROAD AND CONSTR | 950318<br>7<br>0<br>0.001 | PARK<br>9<br>C<br>1117 | $0<br>$161,000<br>$0<br>$161,000 | 10/95<br>EXEMPT 93-96 PARK<br>ROADS PROGRAM |
| HOUSTON<br>HARRIS<br><br>1685-05-070 | SH 6<br>AT FOREST TRAILS<br>.<br>TRAFFIC SIGNAL | 960033<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$115,000<br>$0<br>$115,000 | 02/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>3256-01-069 | BW 8<br>AT FAIRBANKS-NORTH HOUSTON ROAD<br>.<br>TRAFFIC SIGNAL WITH SAFETY LIGHTING | 960023<br>2<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$160,000<br>$0<br>$160,000 | 09/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0271-06-081 | IH 10<br>AT PEEK RD NEAR HOUSTON<br>.<br>UPGRADE TRAFFIC SIGNAL | 940738<br>1<br>0<br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$50,000<br>$0<br>$50,000 | 10/95<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>0179-02-079 | SH 35<br>AT FM 2852<br>.<br>TRAFFIC SIGNAL | 960029<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$25,000<br>$0<br>$25,000 | 12/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>BRAZORIA<br><br>0188-04-038 | SH 36<br>AT CR 354<br>.<br>TRAFFIC SIGNAL | 960030<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$65,000<br>$0<br>$65,000 | 12/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>0675-08-074 | IH 45<br>AT LEAGUE LINE ROAD<br>.<br>TRAFFIC SIGNAL WITH SAFETY LIGHTING | 960028<br>1<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$30,000<br>$0<br>$30,000 | 11/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0027-08-139 | US 90A<br>AT GILLINGHAM IN SUGAR LAND<br>.<br>TRAFFIC SIGNAL | 960024<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$56,000<br>$0<br>$56,000 | 10/95<br>NEW PROJECT ON 96 TIP |

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1996

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|---|---|---|---|---|---|
| HOUSTON<br>FORT BEND<br><br>0027-08-140 | US 90A<br>AT CUNNINGHAM CREEK BLVD<br>.<br>TRAFFIC SIGNAL | 960025<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$106,000<br>$0<br>$106,000 | 10/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>3510-04-012 | SH 99<br>AT HARLEM ROAD<br>.<br>TRAFFIC SIGNAL | 960027<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$63,000<br>$0<br>$63,000 | 10/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0389-05-080 | SH 146<br>AT SHOREACRES AND FAIRMONT<br>.<br>TRAFFIC SIGNAL | 940744<br>2<br>0<br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$77,000<br>$0<br>$77,000 | 10/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0050-06-050 | US 290<br>AT MUESCHKE ROAD<br>.<br>TRAFFIC SIGNAL WITH SAFETY LIGHTING | 960022<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$22,000<br>$0<br>$22,000 | 09/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0389-16-005 | SP 501<br>AT SHOREACRES<br>.<br>UPGRADE TRAFFIC SIGNAL | 940748<br>4<br>0<br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$11,000<br>$0<br>$11,000 | 10/95 |
| HOUSTON<br>BRAZORIA<br><br>3416-01-006 | FM 518<br>AT CR 93<br>.<br>TRAFFIC SIGNAL | 960032<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$70,000<br>$0<br>$70,000 | 12/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>MONTGOMERY<br><br>1417-01-022 | FM 1484<br>AT FM 2432<br>.<br>UPGRADE EXISTING SIGNAL | 960102<br>5<br><br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$227,000<br>$0<br>$227,000 | 04/96<br>NEW PROJECT ON 96 TIP<br>ADDED 8/30/95 |
| HOUSTON<br>MONTGOMERY<br><br>1417-01-022 | FM 1484<br>AT FM 2432<br>.<br>UPGRADE EXISTING SIGNAL | 960102<br>5<br><br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$227,000<br>$0<br>$227,000 | 04/96<br>NEW PROJECT ON 96 TIP<br>ADDED 8/30/95 |
| HOUSTON<br>HARRIS<br><br>1685-03-073 | FM 1960<br>AT KINGS PARK WAY<br>.<br>TRAFFIC SIGNAL WITH SAFETY LIGHTING | 960026<br>3<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$69,000<br>$0<br>$69,000 | 10/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>1685-02-043 | FM 1960<br>AT GREENBROOK<br>.<br>UPGRADE TRAFFIC SIGNAL | 940751<br>0<br>0<br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$20,000<br>$0<br>$20,000 | 11/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>1062-04-043 | FM 2100<br>AT WAHL<br>.<br>UPGRADE TRAFFIC SIGNAL | 940752<br>3<br>0<br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$49,000<br>$0<br>$49,000 | 10/95<br>EXEMPT |
| HOUSTON<br>BRAZORIA<br><br>2524-02-016 | FM 2611<br>AT CR 659<br>.<br>TRAFFIC SIGNAL | 960031<br>5<br>0<br>0.001 | SIGN<br>10<br><br>1117 | $0<br>$19,000<br>$0<br>$19,000 | 12/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>2941-02-033 | FM 2920<br>AT JOE B ST IN TOMBALL<br>.<br>UPGRADE TRAFFIC SIGNAL | 940753<br>4<br>0<br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$65,000<br>$0<br>$65,000 | 11/95<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>912-00-059 | VA<br>VARIOUS LIMITS<br>.<br>INSTALL/UPGRADE TRAFFIC SIGNALS, SIGNS, PAVEMENT | 960034<br>0<br>0<br>0.001 | SIGN<br>10<br>C<br>1117 | $0<br>$75,000<br>$0<br>$75,000 | 08/96<br>NEW PROJECT ON 96 TIP |

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1996

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|---|---|---|---|---|---|
| HOUSTON<br>GALVESTON<br><br>0051-03-078 | SH 3<br>20TH ST<br>FM 517<br>CONSTRUCT SIDEWALK | 960039<br>4<br>0<br>0.100 | DISCR<br>11<br><br>1117 | $0<br>$154,000<br>$0<br>$154,000 | 05/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>3256-03-061 | BW 8<br>AT WEST LAKE HOUSTON PARKWAY<br>.<br>CONSTRUCT PERMANENT CROSSOVER | 960038<br>2<br>0<br>0.100 | DISCR<br>11<br><br>1117 | $0<br>$210,000<br>$0<br>$210,000 | 02/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0508-01-274 | IH 10<br>THOMPSON RD.<br>SJOLANDER RD.<br>BRIDGE RAIL RETROFIT AT OVERPASSES | 960040<br>1<br>0<br>0.395 | DISCR<br>11<br><br>1117 | $0<br>$289,000<br>$0<br>$289,000 | 05/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>GALVESTON<br><br>0500-01-114 | IH 45<br>NORTHBOUND FRONTAGE ROAD BRIDGE<br>NORTH OF CAUSEWAY AT STA. 903+78.15<br>REPLACE BRIDGE | 960035<br>4<br>0<br>0.100 | DISCR<br>11<br><br>1117 | $0<br>$155,000<br>$0<br>$155,000 | 12/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>FORT BEND<br><br>0027-12-089 | US 59<br>AT BRAZOS RIVER<br>.<br>EMBANKMENT STABILIZATION | 960036<br>2<br>0<br>0.100 | DISCR<br>11<br><br>1117 | $0<br>$400,000<br>$0<br>$400,000 | 05/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>1685-07-015 | BF1960A<br>AT FM 1960 (E)<br>.<br>INSTALL TURN LANE | 960037<br>5<br>0<br>0.100 | DISCR<br>11<br><br>1117 | $0<br>$48,000<br>$0<br>$48,000 | 02/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>BRAZORIA<br><br>0598-02-900 | SH 288<br>AT CLEAR CREEK<br>.<br>RAISE STRUCTURE ELEVATION | 960041<br>2<br>0<br>0.100 | H-EVAC<br>13B<br><br>1117 | $0<br>$2,250,000<br>$0<br>$2,250,000 | 08/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>GALVESTON<br><br>0912-73-900 | CR<br>HUGHES RD. FROM IH 45<br>SH 3 IN GALVESTON COUNTY<br>RECONSTRUCT ROADWAY | 95U003<br>7<br>0<br>2.100 | URBAN<br>13D<br>C<br>1117 | $0<br>$888,000<br>$501,000<br>$1,389,000 | 12/95 |
| HOUSTON<br>HARRIS<br><br>0912-71-914 | CS<br>COLLINGSWORTH FROM US 59<br>FULTON ST. IN HOUSTON<br>RECONSTRUCT ROADWAY | 95U010<br>7<br>0<br>1.400 | URBAN<br>13D<br>C<br>1117 | $0<br>$245,000<br>$61,000<br>$306,000 | 06/96 |
| HOUSTON<br>HARRIS<br><br>0912-71-915 | CS<br>CLEBURNE FROM DOWLING<br>SCOTT IN HOUSTON<br>RECONSTRUCT ROADWAY | 95U009<br>7<br>0<br>1.200 | URBAN<br>13D<br>C<br>1117 | $0<br>$383,000<br>$79,000<br>$462,000 | 06/96 |
| HOUSTON<br>HARRIS<br><br>0912-71-916 | CS<br>LONG POINT FROM HOLLISTER<br>CAMPBELL IN HOUSTON<br>RECONSTRUCT ROADWAY | 95U013<br>7<br>0<br>0.800 | URBAN<br>13D<br>C<br>1117 | $0<br>$1,140,000<br>$285,000<br>$1,425,000 | 06/96 |
| HOUSTON<br>HARRIS<br><br>0912-71-917 | CS<br>MCGOWEN FROM SCOTT<br>SH 288 IN HOUSTON<br>RECONSTRUCT ROADWAY | 95U015<br>7<br>0<br>1.200 | URBAN<br>13D<br>C<br>1117 | $0<br>$366,000<br>$75,000<br>$441,000 | 06/96 |
| HOUSTON<br>HARRIS<br><br>0912-71-918 | CS<br>GREENBRIAR FROM US 59<br>RICE IN HOUSTON<br>RECONSTRUCT ROADWAY | 95U012<br>7<br>0<br>0.500 | URBAN<br>13D<br>C<br>1117 | $0<br>$984,000<br>$246,000<br>$1,230,000 | 06/96 |
| HOUSTON<br>HARRIS<br><br>0912-71-919 | CS<br>BELLFORT FROM US 59<br>WILCREST IN HOUSTON<br>RECONSTRUCT ROADWAY | 95U007<br>7<br>0<br>0.300 | URBAN<br>13D<br>C<br>1117 | $0<br>$480,000<br>$120,000<br>$600,000 | 06/96 |

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1996

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|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0912-71-919 | CS<br>BELLFORT FROM US 59<br>WILCREST IN HOUSTON<br>RECONSTRUCT ROADWAY | 95U007<br>7<br>0<br>0.300 | URBAN<br>13D<br>C<br>1117 | $0<br>$480,000<br>$120,000<br>$600,000 | 06/96 |
| HOUSTON<br>HARRIS<br><br>0912-71-926 | CS<br>WILCREST FROM US 59<br>KEEGANS BAYOU IN HOUSTON<br>RECONSTRUCT ROADWAY | 95U018<br>7<br>0<br>0.300 | URBAN<br>13D<br>C<br>1117 | $0<br>$240,000<br>$60,000<br>$300,000 | 06/96 |
| HOUSTON<br>FORT BEND<br><br>1415-02-023 | FM 1464<br>AT STEPHEN F. AUSTIN H.S. AND AT<br>MACARIO GARCIA M.S.<br>CONSTRUCT RIGHT AND LEFT TURN LANES | 950347<br>5<br>2<br>0.944 | REHAB<br>14<br>C<br>1117 | $0<br>$1,037,000<br>$0<br>$1,037,000 | 03/96<br>EXEMPT 1994 CONSOL. RE<br>HAB. PROGRAM |
| HOUSTON<br>GALVESTON<br><br>0051-03-077 | SH 3<br>WALKER ST.<br>N. OF FM 646<br>SURFACE TREATMENT AND ACP OVERLAY | 960042<br>4<br>0<br>1.154 | REHAB<br>14<br><br>1117 | $0<br>$241,000<br>$0<br>$241,000 | 03/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>3256-02-051 | BW 8<br>GREENSPOINT RD.<br>ALDINE WESTFIELD RD.<br>ACP OVERLAY AND CONTINUOUS REINFORCED CONCRETE P | 960043<br>2<br>0<br>2.951 | REHAB<br>14<br><br>1117 | $0<br>$4,160,000<br>$0<br>$4,160,000 | 04/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>WALLER<br><br>0543-01-048 | FM 359<br>US 290 BYPASS TO<br><br>EROSION CONTROL | 960104<br>2<br><br>1.080 | MISC<br>16<br><br>1117 | $0<br>$150,000<br>$0<br>$150,000 | 01/96<br>NEW PROJECT ON 96 TIP<br>ADDED 8/30/95 |
| HOUSTON<br>HARRIS<br><br>0271-07-227 | IH 10<br>MAIN STREET<br>HOUSTON AVENUE<br>LANDSCAPE DEVELOPMENT | 960051<br>1<br>0<br>1.220 | MISC<br>16<br><br>1117 | $0<br>$235,000<br>$0<br>$235,000 | 11/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0500-03-471 | IH 45<br>SOUTHERN<br>BELLFORT CT.<br>LANDSCAPE DEVELOPMENT | 960052<br>1<br>0<br>1.520 | MISC<br>16<br><br>1117 | $0<br>$600,000<br>$0<br>$600,000 | 12/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>GALVESTON<br><br>0500-01-115 | IH 45<br>SH 275/FM 188 O/P<br>SP 342 O/P<br>LANDSCAPE DEVELOPMENT | 960053<br>1<br>0<br>0.001 | MISC<br>16<br><br>1117 | $0<br>$252,000<br>$0<br>$252,000 | 01/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0500-03-463 | IH 45<br>CROSSTIMBERS T-RAMP<br>.<br>CONSTRUCT HOV INTERCHANGE & T-RAMP | 940821<br>1<br>0<br>0.001 | MISC<br>16<br>C<br>1117 | $0<br>$0<br>$8,500,000<br>$8,500,000 | 03/96<br>EXEMPT 100% METRO |
| HOUSTON<br>HARRIS<br><br>0177-06-062 | US 59<br>0.5 MI S OF TOWNSEN BLVD<br>0.4 MI N OF TOWNSEN BLVD<br>SITE PREPARATION & FRONTAGE ROAD RELOCATION | 940816<br>2<br>0<br>0.900 | MISC<br>16<br>C<br>1117 | $0<br>$0<br>$10,211,000<br>$10,211,000 | 09/95<br>NEPA 50% METRO;<br>50% FTA SECTION 3 |
| HOUSTON<br>HARRIS<br><br>0177-06-073 | US 59<br>0.5 MI S OF TOWNSEN BLVD<br>0.4 MI N OF TOWNSEN BLVD<br>UTILITY ADJUSTMENTS | 960048<br>2<br>0<br>0.900 | MISC<br>16<br><br>1117 | $0<br>$0<br>$145,000<br>$145,000 | 09/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0177-07-099 | US 59<br>KELLEY ST.<br>GREENS RD.<br>HOV LANE SIGNING | 960055<br>2<br>0<br>9.200 | MISC<br>16<br><br>1117 | $0<br>$0<br>$800,000<br>$800,000 | 03/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0027-13-159 | US 59<br>AT EDLOE ST<br>.<br>CONSTRUCT GREENWAY PLAZA RAMP | 950315<br>3<br>0<br>0.001 | MISC<br>16<br>C<br>1117 | $0<br>$0<br>$5,000,000<br>$5,000,000 | 04/96<br>NEPA |

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EXEMPT: PROJECTS EXEMPTED FROM CONFORMITY DETERMINATION
NEPA: PROJECTS WHICH HAVE COMPLETED THE ENVIRONMENTAL PROCESS

1996

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>MONTGOMERY<br><br>3538-01-015 | SH 242<br>FM 1488<br>SAN JACINTO RIVER<br>LANDSCAPE DEVELOPMENT | 960054<br>5<br>0<br>7.850 | MISC<br>16<br>C<br>1117 | $0<br>$150,000<br>$0<br>$150,000 | 01/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0050-08-076 | US 290<br>BETWEEN WEST RD & STEEPLE WAY BLVD<br>(WB FRTG RD STR NEAR NW STATION P&R)<br>BRIDGE WIDENING & REHABILITATION | 960047<br>0<br>0<br>0.001 | MISC<br>16<br>C<br>1117 | $0<br>$0<br>$125,000<br>$125,000 | 09/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>WALLER<br><br>0114-11-066 | US 290<br>RR O/P TO FM 359<br><br>EROSION CONTROL | 960105<br>2<br><br>2.720 | MISC<br>16<br>C<br>1117 | $0<br>$11,000<br>$0<br>$11,000 | 01/96<br>NEW PROJECT ON 96 TIP<br>ADDED 8/30/95 |
| HOUSTON<br>HARRIS<br><br>0912-71-403 | CS<br>NW TRANSIT CENTER S OF OLD KATY RD<br>SOUTHERN PACIFIC RR BRIDGE OVER IH 10<br>CONSTRUCT HOV LANE CONNECTOR RAMP | 940823<br>0<br>0<br>0.600 | MISC<br>16<br>C<br>1117 | $0<br>$0<br>$8,500,000<br>$8,500,000 | 02/96<br>NEPA 50% METRO;<br>50% FTA SECTION 3 |
| HOUSTON<br>HARRIS<br><br>0912-71-441 | CS<br>HOUSTON AVENUE<br>IH 45 AT FRANKLIN ST<br>CONSTRUCT ELEVATED HOV LANE CONNECTOR RAMP | 940822B<br>0<br>0<br>0.800 | MISC<br>16<br>C<br>1117 | $0<br>$0<br>$12,857,000<br>$12,857,000 | 04/96<br>NEPA SPLIT PROJECT 5<br>0% METRO<br>50% FTA SECTION 3 |
| HOUSTON<br>HARRIS<br><br>0912-71-367 | VA<br>IN HOUSTON AT VARIOUS LOCATIONS<br><br>SMART COMMUTER INTELLIGENT VEHICLE HIGHWAY SYSTE | 960049<br>0<br>0<br>0.001 | MISC<br>16<br>C<br>1117 | $0<br>$3,000,000<br>$0<br>$3,000,000 | 09/95<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>GALVESTON<br><br>8401-12-002 | MH<br>IN LEAGUE CITY ON BAY AREA BLVD FR<br>HARRIS C/L TO 0.3 MI N OF FM 518<br>CONSTRUCT 4-LANE DIVIDED CURB & GUTTER SECTION | 930176<br>3<br>0<br>0.410 | PASS<br>18<br>C<br>1117 | $0<br>$972,000<br>$0<br>$972,000 | 07/96<br>NEPA |
| | | | | | |

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EXEMPT: PROJECTS EXEMPTED FROM CONFORMITY DETERMINATION
NEPA: PROJECTS WHICH HAVE COMPLETED THE ENVIRONMENTAL PROCESS

1997

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0912-00-906 | VA<br>VARIOUS LIMITS<br>.<br>FY 97 PREVENTIVE MAINTENANCE PROJECTS | 960083<br><br><br>0.001 | <br>7<br>C<br>1117 | $10,115,000<br>$0<br>$0<br>$10,115,000 | 08/97 |
| HOUSTON<br>HARRIS<br><br>0912-00-909 | VA<br>VARIOUS LIMITS<br>.<br>FY 97 FUTURE FM REHAB PROJECTS | 960083<br><br><br>0.001 | FM-REHAB<br>8A<br>C<br>1117 | $1,842,000<br>$0<br>$0<br>$1,842,000 | 08/97 |
| HOUSTON<br>BRAZORIA<br><br>0976-02-068 | FM 518<br>FM 518 (WEST BROADWAY)<br>NORTH HATFIELD<br>INSTALL TRAFFIC SIGNAL WITH SAFETY LIGHTING | 960058<br>0<br>0<br>0.001 | SIGN<br>10A<br><br>1117 | $0<br>$92,000<br>$0<br>$92,000 | 09/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-00-914 | VA<br>VARIOUS LIMITS<br>.<br>FY 97 TRAFFIC CONTROL DEVICES PROJECTS | 960084<br><br><br>0.001 | <br>10A<br>C<br>1117 | $1,852,000<br>$0<br>$0<br>$1,852,000 | 08/97 |
| HOUSTON<br>HARRIS<br><br>0912-71-900 | VA<br>VAR<br>.<br>UPGRADES AND IMPROVEMENTS TO EXISTING CHANGEABLE | 960059<br>1<br>0<br>0.100 | 10B<br>10B<br><br>1117 | $0<br>$2,935,000<br>$0<br>$2,935,000 | 12/96<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-00-915 | VA<br>VARIOUS LIMITS<br>.<br>FY 97 DISTRICT DISCRETIONARY PROJECTS | 960085<br><br><br>0.001 | <br>11<br>C<br>1117 | $9,531,000<br>$0<br>$0<br>$9,531,000 | 08/97 |
| HOUSTON<br>GALVESTON<br><br>0500-04-901 | IH 45<br>FM 646<br>N. OF FM 518<br>RAISE FRONTAGE ROADS | 960060<br>5<br>0<br>3.252 | H-EVAC<br>13B<br><br>1117 | $0<br>$13,050,000<br>$0<br>$13,050,000 | 08/97<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-00-917 | VA<br>VARIOUS LIMITS<br>.<br>FY 97 URBAN STREET PROGRAM PROJECTS | 960087<br><br><br>0.001 | URBAN<br>13D<br>C<br>1117 | $5,431,000<br>$0<br>$0<br>$5,431,000 | 08/97 |
| HOUSTON<br>FORT BEND<br><br>0027-12-082 | US 59<br>HARRIS C/L<br>W OF S KIRKWOOD<br>REHABILITATE EXISTING ROADWAY | 950395<br>2<br>6<br>1.325 | REHAB<br>14<br>C<br>1117 | $0<br>$1,943,000<br>$0<br>$1,943,000 | 11/96<br>EXEMPT |
| HOUSTON<br>HARRIS<br><br>0912-00-916 | VA<br>VARIOUS LIMITS<br>.<br>FY 97 STATE REHABILITATION PROJECTS | 960086<br><br><br>0.001 | REHAB<br>14<br>C<br>1117 | $2,492,000<br>$0<br>$0<br>$2,492,000 | 08/97 |
| HOUSTON<br>HARRIS<br><br>0027-09-076 | US 90A<br>IH 610<br>0.1 MI E OF KIRBY<br>WIDEN TO 8-LANE DIVIDED CURB AND GUTTER | 930345<br>3<br>4<br>1.300 | METRO<br>17<br>C<br>1117 | $0<br>$7,200,000<br>$0<br>$7,200,000 | 01/97<br>NEPA |
| HOUSTON<br>HARRIS<br><br>8108-12-005 | MH<br>BAY AREA BLVD FROM FM 528<br>GALVESTON C/L<br>CONSTRUCT 4-LN DIVIDED (RAISED MEDIAN) URBAN STR | 930174<br>3<br>2<br>1.900 | PASS<br>18<br>C<br>1117 | $0<br>$4,449,000<br>$0<br>$4,449,000 | 09/96<br>NEPA |
| | | | | | |

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EXEMPT: PROJECTS EXEMPTED FROM CONFORMITY DETERMINATION
NEPA: PROJECTS WHICH HAVE COMPLETED THE ENVIRONMENTAL PROCESS

1998

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| HOUSTON<br>HARRIS<br><br>0912-00-927 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE PREVENTIVE MAINTENANCE PROJECTS | 960093<br><br><br>0.001 | PM<br>7<br>C<br>1117 | $8,023,000<br>$0<br>$0<br>$8,023,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0912-00-928 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE FM REHABILITATION PROJECTS | 960094<br><br><br>0.001 | <br>8A<br>C<br>1117 | $1,842,000<br>$0<br>$0<br>$1,842,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0912-00-929 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE PARK ROADS PROJECTS | 960095<br><br><br>0.001 | PARK<br>9<br>C<br>1117 | $1,018,000<br>$0<br>$0<br>$1,018,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0912-00-931 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE TRAFFIC CONTROL DEVICES | 960096<br><br><br>0.001 | <br>10A<br>C<br>1117 | $1,944,000<br>$0<br>$0<br>$1,944,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0912-00-933 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE CTMS REHABILITATION PROJECTS | 960097<br><br><br>0.001 | <br>10B<br>C<br>1117 | $2,934,000<br>$0<br>$0<br>$2,934,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0912-00-935 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE DISTRICT DISCRETIONARY PROJECTS | 960098<br><br><br>0.001 | <br>11<br>C<br>1117 | $1,000,000<br>$0<br>$0<br>$1,000,000 | 08/98 |
| HOUSTON<br>GALVESTON<br><br>0500-04-903 | IH 45<br>FM 519<br>FM 1765<br>RAISE FRONTAGE ROADS | 960080<br>5<br>0<br>2.066 | H-EVAC<br>13B<br><br>1117 | $0<br>$6,750,000<br>$0<br>$6,750,000 | 08/98<br>NEW PROJECT ON 96 TIP |
| HOUSTON<br>HARRIS<br><br>0912-00-938 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE URBAN STREET PROGRAM PROJ | 960099<br><br><br>0.001 | URBAN<br>13D<br>C<br>1117 | $5,431,000<br>$0<br>$0<br>$5,431,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0912-00-939 | VA<br>VARIOUS LIMITS<br>.<br>FY 98 FUTURE STATE REHAB PROJECTS | 960100<br><br><br>0.001 | REHAB<br>14<br>C<br>1117 | $1,370,000<br>$0<br>$0<br>$1,370,000 | 08/98 |
| HOUSTON<br>HARRIS<br><br>0912-71-481 | CS<br>GOSLING RD FR 0.25 MI S OF SPRING CRK<br>SPRING CREEK IN THE WOODLANDS<br>CONSTRUCT 2-LANE ROADWAY ON NEW LOCATION | 940034B<br>4<br>0<br>0.250 | MISC<br>16<br>C<br>1117 | $0<br>$0<br>$3,000,000<br>$3,000,000 | 06/98<br>SPLIT PROJECT<br>0912-37-075 |
| | | | | | |

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EXEMPT: PROJECTS EXEMPTED FROM CONFORMITY DETERMINATION
NEPA: PROJECTS WHICH HAVE COMPLETED THE ENVIRONMENTAL PROCESS

9/29/95

1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT
HOUSTON-GALVESTON MPO

1997

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| BEAUMONT<br>CHAMBERS<br><br>1024-01-042 | FM 565<br>FM 2354<br>1.5 MI WEST<br>RECONSTRUCT BASE AND RESURFACE | 962013<br>5<br>0<br>1.500 | REHAB<br>14<br>C<br>1117 | $1,280,000<br>$320,000<br>$0<br>$1,600,000 | 03/97<br>NEW PROJECT ON 96 TIP |
| | | | | | |

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NEPA: PROJECTS WHICH HAVE COMPLETED THE ENVIRONMENTAL PROCESS

1998

| DISTRICT<br>COUNTY<br><br>CSJ | NAME OR DESIGNATION<br>LOCATION (FROM)<br>LOCATION (TO)<br>DESCRIPTION OF WORK | PROJ. NO<br>F. CLASS<br>LANES<br>LENGTH | FED PROG<br>ST. CAT<br>PHASE<br>MPO | FEDERAL<br>STATE<br>LOCAL<br>TOTAL | LETTING DATE<br>COMMENTS |
|---|---|---|---|---|---|
| BEAUMONT<br>LIBERTY<br><br>0762-02-027 | FM 1409<br>1.1 MI N OF CHAMBERS COUNTY LINE, SOUTH<br>CHAMBERS COUNTY LINE<br>WIDEN AND RECONSTRUCT ROADWAY | 952009<br>5<br>0<br>1.102 | REHAB<br>14<br>C<br>1117 | $0<br>$600,000<br>$0<br>$600,000 | 03/98 |
| BEAUMONT<br>CHAMBERS<br><br>0762-03-008 | FM 1409<br>LIBERTY COUNTY LINE<br>FM 565<br>RECONSTRUCT BASE AND RESURFACE | 952012<br>5<br>0<br>1.900 | REHAB<br>14<br>C<br>1117 | $0<br>$1,309,000<br>$0<br>$1,309,000 | 03/98 |
| | | | | | |

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EXEMPT: PROJECTS EXEMPTED FROM CONFORMITY DETERMINATION
NEPA: PROJECTS WHICH HAVE COMPLETED THE ENVIRONMENTAL PROCESS

# CHAPTER 5

# LOCALLY FUNDED - REGIONALLY SIGNIFICANT PROJECTS

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## LOCALLY FUNDED REGIONALLY SIGNIFICANT PROJECTS

Locally funded regionally significant projects are projects which should be considered regionally significant and which should be considered to have a significant change in design concept and scope from the effective Metropolitan Plan (MTP) and Transportation Improvement Program (TIP). Regionally significant projects will include, at a minimum, all facilities classified as principal arterial or higher, or fixed guideway systems or extensions that offer an alternative to regionally highway travel. Also these include minor arterials included in the travel demand modeling process which serve significant interregional and intraregional travel, and connect rural population centers not already served by a principal arterial, or connect with intermodal transportation terminals not already served by a principal arterial. A significant change in design concept and scope is defined as a revision of a project in the MTP or TIP that would significantly affect model speeds, vehicle miles traveled, or network connections. In addition to new facilities, examples may include changes in the number of through lanes or length of project (more than one mile), access control, addition of major intermodal terminal facilities (such as new international bridges, park-and-ride lots, and transfer terminals), addition/deletion of interchanges or changing between free and toll facilities.

The following pages list projects considered as locally funded regionally significant projects for the Houston-Galveston (TMA).

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1996-1998 TIP LOCALLY FUNDED REGIONALLY SIGNIFICANT PROJECTS

City of Houston

These are Construction Projects. The Fiscal Year indicates when the project is proposed for construction. This was done by identifying the projects with money allocated for Construction in a fiscal year within the TIP time frame.

| NO. | NAME | FROM | TO | DESCRIPTION | FY |
|---|---|---|---|---|---|
| 95400 | VICTORY | MAXROY | McCARTY | CONST. NEW 4 LNS RD | 1996 |
| 95401 | FUQUA | S. FRWY | MYKAWA | WIDEN FROM 2 TO 4 LN | 2001 |
| 95403 | PARKER | IH 45 | AIRLINE | WIDEN FROM 2 TO 4 LN | 2001 |
| 95405 | BLACKHAWK | ALMEDA-GENOA | FUQUA | WIDEN FROM 2 TO 4 LN | 2001 |
| 95406 | MONROE | ALMEDA-GENOA | FUQUA | WIDEN FROM 2 TO 4 LN | 2001 |
| 95407 | BELLFORT | ALMEDA | S. FRWY (SH288) | CONST. NEW 4 LNS RD. | 1997 |
| 95408 | BELLFORT | KIRBY | ALMEDA | CONST. NEW 4 LNS RD. | 1999 |
| 95409 | TANNER | GESSNER | CAMPBELL | WIDEN FROM 2 TO 4 LN | 2001 |
| 95410 | HOLMES RD. | MAIN | KIRBY | WIDEN FROM 2 TO 4 LN | 2001 |
| 95411 | BELLFORT | HILLCROFT | S. POST OAK | WIDEN FROM 2 TO 4 LN | 1995 |
| 95412 | GREENS RD. | N. FRWY | IMPERIAL VALLEY | WIDEN FROM 4 TO 6 LN | 2002 |
| 95413 | BINGLE | TIDWELL | LITTLE YORK | WIDEN FROM 4 TO 6 LN | 1997 |

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# H A R R I S C O U N T Y

## 1996 3-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

| PCT. | PROJECT NAME<br>PROJECT LIMITS<br>PROJECT LENGTH | DESCRIPTION OF WORK | CONSTRUCTION TO BEGIN<br>LANES-EXISTING/PROPOSED<br>KEY MAP PAGE & LOCATION | CONSTRUCTION COST | PROJECT PARTICIPANTS |
|---|---|---|---|---|---|
| 1 | Airport Boulevard<br>Martin Luther King to Cullen<br>1.20 miles | Full concrete boulevard | 1996<br>2 Existing/4 Proposed<br>573 H, 574 E | $3,462,000.00 | Harris County<br>City of Houston<br>METRO |
| 2 | Allen Genoa<br>Spencer Highway to Llano Street<br>0.85 miles | 2-24' concrete with curb and gutter and storm sewer | 1996<br>2 Existing/4 Proposed<br>536 Y, 576 C | $2,730,000.00 | Harris County |
| 3 | Barker Cypress Blvd.<br>FM 529 to US 290<br>(To be constructed in four sections)<br>5.27 miles | Concrete curb and gutter boulevard pavement section with storm sewer drainage | 1996, 1997, 1998<br>2 Existing/4 Proposed<br>407 PKFB, 367 XTPL | $14,500,000.00 | Harris County |
| | Brittmore Road<br>US 290 to Tanner Road<br>1.85 miles | Five lane reinforced concrete pavement, curb and gutter and storm sewers | 1996<br>2 Existing/5 Proposed<br>409 QUY, 449 C | $5,935,000.00 | Harris County |
| 3 | Clay Road<br>Greenhouse Road to Fry Road<br>1.20 miles | Four lane asphalt boulevard with storm sewer | 1996<br>2 Existing/4 Proposed<br>446 GH | $2,468,000.00 | Harris County |
| 4 | Cutten Road<br>FM 1960 to Cypresswood<br>1.62 miles | Four lane undivided flexible base, asphalt surface with ditch and storm sewer drainage | 1996<br>0 Existing/4 Proposed<br>370 FBA, 330 W | $2,600,000.00 | Harris County<br>METRO |
| 2 | East Boulevard<br>Spencer Highway to 13th Street<br>2.50 miles | 2-24' concrete curb and gutter and storm sewer | 1996<br>0 Existing/4 Proposed<br>538 MRVZ | $6,200,000.00 | Harris County<br>Deer Park |
| 3 | Franz Road<br>Katy Hockley to Avenue D<br>0.97 miles | Concrete curb & gutter boulevard pavement section with storm sewer | 1997<br>2 Existing/4 Proposed<br>444 VUT | $4,600,000.00 | Harris County<br>City of Katy<br>METRO |

| PCT. | PROJECT NAME<br>PROJECT LIMITS<br>PROJECT LENGTH | DESCRIPTION OF WORK | CONSTRUCTION TO BEGIN<br>LANES-EXISTING/PROPOSED<br>KEY MAP PAGE & LOCATION | CONSTRUCTION COST | PROJECT PARTICIPANTS |
|---|---|---|---|---|---|
| 3 | Fry Road<br>Morton Road to<br>Clay Road<br>1.10 miles | Complete four lane boulevard pavement section with storm sewers | 1996<br>2 Existing/4 Proposed<br>446 QL | $1,145,000.00 | Harris County |
| 4 | Gosling Road<br>FM 2920 to Spring<br>Stuebner<br>0.75 miles | Two lane asphalt roadway with roadside ditches | 1997<br>0 Existing/2 Proposed<br>290 VR | $1,400,000.00 | Harris County |
| 3 | Greenhouse Road<br>Morton Road South<br>to Houston City<br>Limit<br>0.60 miles | Four lane full concrete boulevard pavement section | 1996<br>2 Existing/4 Proposed<br>446 VR | $2,100,000.00 | Harris County |
| 3 | Huffmeister Road<br>US 290 to Cypress<br>North Houston<br>1.61 miles | Concrete curb and gutter boulevard pavement section with storm sewer drainage | 1996<br>2 Existing/6 Proposed<br>368 XTP | $5,270,000.00 | Harris County |
| 3 | Huffmeister Road<br>Cypress North<br>Houston to<br>Ravensway<br>0.64 miles | Concrete curb and gutter boulevard pavement section with storm sewer drainage | 1997<br>2 Existing/4 Proposed<br>368 PK | $1,000,000.00 | Harris County |
| 3 | Jones Road<br>FM 1960 to Cypress<br>North Houston Road<br>1.30 miles | Widen to seven lanes | 1996, 1997<br>4 Existing/7 Proposed<br>369 TPK | $3,000,000.00 | Harris County |
| 3 | Jones Road<br>Cypress North Houston<br>Road to Mills Road<br>0.60 miles | Widen to seven lanes | 1997<br>4 Existing/7 Proposed<br>369 K | $1,000,000.00 | Harris County |
| 3 | Jones Road<br>At Grant Road<br>0.60 miles | Intersection Improvement | 1997<br>2-4 Existing/4-6 Proposed | $1,000,000.00 | Harris County |

| PCT. | PROJECT NAME<br>PROJECT LIMITS<br>PROJECT LENGTH | DESCRIPTION OF WORK | CONSTRUCTION TO BEGIN<br>LANES-EXISTING/PROPOSED<br>KEY MAP PAGE & LOCATION | CONSTRUCTION COST | PROJECT PARTICIPANTS |
|---|---|---|---|---|---|
| 3 | Kingsland Boulevard<br>Pickford to Peek<br>0.81 miles | Concrete curb and gutter boulevard pavement section with storm sewer drainage | 1996<br>0-2 Existing/4 Proposed<br>485 GF | $1,100,000.00 | Harris County<br>METRO |
| 4 | Kuykendahl Road<br>Spring Cypress Road to Rhodes Road<br>1.25 miles | Full boulevard with curbs, sewers, outfalls and signals | 1996<br>2 Existing/4 Proposed<br>290 V, 291 SW | $2,200,000.00 | Harris County |
| 4 | Louetta Road<br>Jones Road to SH 249<br>0.50 miles | Complete full boulevard section | 1996<br>2 Existing/4 Proposed<br>329 T | $1,450,000.00 | Harris County |
| 4 | North Eldridge<br>Malcomson to Spring Cypress<br>1.63 miles | Concrete boulevard and asphalt transitions with bridge over Faulkey Gully | 1996<br>2 Existing/4 Proposed<br>328 ZVR | $2,250,000.00 | Harris County<br>METRO |
| 1 | Orem, West<br>Martin Luther King to Almeda (Phase II)<br>3.00 miles | Reconstruction and construction of full concrete boulevard | 1997<br>0-2-4 Existing/4 Proposed<br>574 N, 573 RLKJ, 572 ML | $8,500,000.00 | Harris County<br>City of Houston<br>METRO |
| 4 | Quinn Road<br>FM 2920 to Baker Road<br>1.00 mile | Two lane pavement with roadside ditches | 1997<br>0 Existing/2 Proposed<br>288 CGL | $1,265,000.00 | Harris County<br>Tomball |
| 4 | Spears Road<br>Antoine to Spears Gears Road<br>2.00 miles | Four lane boulevard curb and gutter drainage with storm sewer | 1998<br>2 Existing/4 Proposed<br>371 GH, 372 EF | $6,200,000.00 | Harris County |
| 4 | Spring Cypress Road<br>FM 2920 to SH 249<br>(To be constructed in phases)<br>10.00 miles | Full boulevard with curb, storm sewer and outfalls | 1998<br>2 Existing/4 Proposed<br>329 PQLMH, 330 EABCD, 331 A | $6,200.000.00 | Harris County |

| PCT. | PROJECT NAME<br>PROJECT LIMITS<br>PROJECT LENGTH | DESCRIPTION OF WORK | CONSTRUCTION TO BEGIN<br>LANES-EXISTING/PROPOSED<br>KEY MAP PAGE & LOCATION | CONSTRUCTION COST | PROJECT PARTICIPANTS |
|---|---|---|---|---|---|
| 3 | Telge Road<br>Cypress North Houston to bridge over Cypress Creek<br>0.50 miles | Concrete curb and gutter boulevard pavement section with storm sewer drainage including bridge over Cypress Creek | 1996<br>2 Existing/4 Proposed<br>368 NJ | $1,300,000.00 | Harris County<br>METRO |
| 2 | Texas Avenue<br>Bay Area Boulevard to Nasa Road I<br>1.00 mile | Four lanes concrete undivided, curb and gutter with storm sewer | 1996<br>2 Existing/4 Proposed<br>618 SWX | $3,200,000.00 | Harris County<br>City of Webster |
| 4 | Veterans Memorial<br>Gears Road to Antoine<br>1.20 miles | Addition of continuous left turn lane and related improvements | 1997<br>4 Existing/5 Proposed<br>371 QL | $1,700,000.00 | Harris County |
| 2 | Wade Road<br>Decker to IH 10<br>1.70 miles | Two lane concrete with roadside ditches | 1996<br>2 Existing/2 Proposed<br>460 Y, 500CG | $1,500,000.00 | Harris County |
| 3 | Westgreen Boulevard<br>IH 10 to Kingsland Boulevard<br>0.55 miles | Construct one-half concrete curb and gutter boulevard pavement section | 1996<br>0 Existing/2 Proposed<br>486 A | $1,300,000.00 | Harris County |
| 3 | Westheimer Parkway<br>FM 1093 to West of South Barker Cypress<br>2.60 miles | Reconstruct two lane asphalt roadway with turn lanes at various locations | 1997<br>2 Existing/2 Proposed<br>487 VYXW | $2,200,000.00 | Harris County |
| 4 | West Road<br>North Eldridge Parkway to US 290<br>0.40 miles | Four lane reinforced concrete boulevard with curb and gutter and storm sewers | 1996<br>0 Existing/4 Proposed<br>408 H, 409 E | $1,000,000.00 | Harris County |
| 2 | Woodforest Boulevard<br>Maxey Road to Greens Bayou<br>0.80 miles | Two 24' concrete, curb and gutter with storm sewer | 1996<br>0 Existing/4 Proposed<br>496 CD | $2,600,000.00 | Harris County<br>City of Houston<br>METRO |

| PCT. | PROJECT NAME<br>PROJECT LIMITS<br>PROJECT LENGTH | DESCRIPTION OF WORK | CONSTRUCTION TO BEGIN<br>LANES-EXISTING/PROPOSED<br>KEY MAP PAGE & LOCATION | CONSTRUCTION COST | PROJECT PARTICIPANTS |
|---|---|---|---|---|---|
| 2 | Woodforest Boulevard<br>Over Greens Bayou<br>0.15 mile | Twin concrete bridges | 1996<br>0 Existing/4 Proposed<br>496 D | $3,800,000.00 | Harris County<br>City of Houston<br>METRO |
| 2 | "X" Street<br>East Boulevard<br>east to existing<br>"X" Street<br>0.47 miles | 4-lanes concrete undivided, curb and gutter with storm sewer | 1996<br>0 Existing/4 Proposed<br>538 R, 539 N | $ 500,000.00 | Harris County<br>Deer Park |

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# CHAPTER 6

# FINANCIAL PLAN

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1996-98 TIP

## Financial Summary

The TIP contains cost estimates for all capital projects, both roadway and transit, to be implemented in the Houston-Galveston TMA over a three-year period. Projects include those from the Project Development Plan (PDP) for the three years covered by the TIP, as well as those submitted by transit agencies to receive Federal Transit Act funding for the relevant period. Like the PDP, the TIP contains only aggregate costs.

ISTEA requires that the MPO identify all sources of funding for the TIP Financial Plan that can be reasonably assumed to be available for apportionment. Projected transportation apportionment totals were obtained from TxDOT federal and state apportionment estimates and updates for the region for FY 1996-98; and from contacts with financial officials at TxDOT, the Federal Transit Administration, Brazos Valley Transit, and Colorado Valley Transit, the City of Houston, Houston METRO, Harris County, and the Harris County Toll Road Authority.

Projections of available FTA funding are based on past allocations, except for Section 9. For Sections 3, 16, and 18 all of which are discretionary categories, historical appropriations were adjusted for inflation and then averaged for each respective category. The average amounts were then used as the projection for years beyond fiscal year 1996. For section 9, a formula category, projections were based upon the extension of the annual apportionment. However, apportionment numbers for transit projects remain uncertain until a budget has been approved by the U.S. Congress.

Apportionment and programmed totals for the 1996-98 TIP are shown for all eight counties of the TMA on the following pages. This includes Liberty and Chambers counties, with are in TxDOT's Beaumont District. These results indicate that the 1996-98 TIP is financially constrained.

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## HOUSTON DISTRICT
## FY 1996–1998 TIP FINANCIAL SUMMARY
## ($ in thousands)

| FUNDING SOURCE | CATEGORY OF WORK | FY 1996 APPORT | FY 96 PROG | FY 1997 APPORT | FY 97 PROG | FY 1998 APPOR | FY 98 PROG | TOTAL APPOR | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal – FHWA | 1–Interstate Construction | $29.743 | $29.743 | $0.000 | $0.000 | $0.000 | $0.000 | $29.743 | $29.743 |
| | 2–Interstate Maintenance | $0.000 | $0.000 | $14.567 | $14.567 | $7.096 | $7.096 | $21.663 | $21.663 |
| | 3–National Highway System | | | | | | | | |
| | 3A–NHS Mobility | $39.603 | $41.311 | $38.713 | $37.513 | $59.206 | $59.206 | $137.522 | $138.030 |
| | 3C–NHS Rehab | $2.704 | $2.704 | $2.251 | $1.362 | $2.585 | $2.585 | $7.540 | $6.651 |
| | 3E–NHS Misc | $0.115 | $0.115 | $0.000 | $0.000 | $7.571 | $7.571 | $7.686 | $7.686 |
| | 4–Surface Transp Program | | | | | | | | |
| | 4A–Safety | $2.411 | $1.980 | $2.207 | $0.438 | $4.584 | $4.584 | $9.202 | $7.002 |
| | 4B–Enhancement | $19.210 | $21.541 | $2.138 | $2.516 | $5.090 | $5.090 | $26.438 | $29.147 |
| | 4C–Metropolitan Mobility | $44.877 | $46.991 | $38.869 | $40.715 | $37.573 | $36.306 | $121.319 | $124.012 |
| | 4D–Urban Mobility | $4.728 | $4.228 | $6.981 | $6.197 | $7.441 | $3.641 | $19.150 | $14.066 |
| | 4E–Rural Mobility | $10.939 | $11.173 | $3.589 | $2.672 | $0.000 | $0.000 | $14.528 | $14.045 |
| | 4F–STP Rehabilitation | $7.498 | $7.496 | $4.487 | $3.668 | $8.915 | $8.915 | $20.898 | $20.079 |
| | 4G–RR Grade Separation | $7.505 | $9.888 | $0.000 | $0.000 | $0.000 | $0.000 | $7.505 | $9.888 |
| | 5–Congestion Mitigation & Air Quality | $46.612 | $47.539 | $46.612 | $48.954 | $56.326 | $60.727 | $153.550 | $157.220 |
| | 6–Bridge | | | | | | | $0.000 | $0.000 |
| | 6A–Bridges On System | $46.700 | $44.311 | $5.120 | $5.120 | $0.000 | $0.000 | $51.820 | $49.431 |
| | 6B–Bridges Off System | $8.502 | $8.663 | $2.790 | $2.404 | $0.000 | $0.000 | $11.292 | $11.067 |
| | 12–Commission Strategic Priority | | | | | | | | |
| | 12A–Federal & State Funding | $82.173 | $79.040 | $37.828 | $37.828 | $73.663 | $73.454 | $193.664 | $190.322 |
| | 15–Demonstration Projects | $2.420 | $2.420 | $43.401 | $43.401 | $0.000 | $0.000 | $45.821 | $45.821 |
| | 16F–Ferry Boat | $0.580 | $0.580 | $3.500 | $3.500 | $8.000 | $8.000 | $12.080 | $12.080 |
| TOTALS FHWA | | $357.738 | $359.143 | $251.553 | $247.555 | $270.050 | $269.175 | $879.341 | $875.873 |
| State | 7–Preventive Maintenance | $10.115 | $11.648 | $10.115 | $10.115 | $8.023 | $8.023 | $28.253 | $29.786 |
| | 8A–FM Rehabilitation | $1.842 | $1.801 | $1.842 | $1.842 | $1.842 | $1.842 | $5.526 | $5.485 |
| | 8B–FM Expansion | $1.780 | $1.299 | $0.000 | $0.000 | $0.000 | $0.000 | $1.780 | $1.299 |
| | 9–Park Roads | $0.217 | $0.224 | $0.000 | $0.000 | $1.018 | $1.018 | $1.235 | $1.242 |
| | 10A–Traffic Control Devices | $1.944 | $1.374 | $1.944 | $1.944 | $1.944 | $1.944 | $5.832 | $5.262 |
| | 10B–CTMS Rehabilitation | $2.934 | $2.934 | $2.934 | $2.935 | $2.934 | $2.934 | $8.802 | $8.803 |
| | 11–District Discretionary | $3.510 | $1.258 | $9.531 | $9.531 | $1.000 | $1.000 | $14.041 | $11.787 |
| | 13–State Mobility | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 13B–Hurricane Evacuation | $2.250 | $2.250 | $13.050 | $13.050 | $6.750 | $6.750 | $22.050 | $22.050 |
| | 13D–Urban Street Program | $4.888 | $4.726 | $5.431 | $5.431 | $5.431 | $5.431 | $15.750 | $15.588 |
| | 14–State Rehabilitation | $4.379 | $4.401 | $4.435 | $4.435 | $1.370 | $1.370 | $10.184 | $10.206 |
| | 16–Miscellaneous | $5.006 | $4.477 | $2.036 | $0.000 | $1.425 | $0.000 | $8.467 | $4.477 |
| | 17 & 18–Metro Match & PASS | $0.972 | $0.972 | $11.650 | $11.649 | $0.000 | $0.000 | $12.622 | $12.621 |
| TOTALS STATE | | $39.837 | $37.362 | $62.968 | $60.932 | $31.737 | $30.312 | $134.542 | $126.606 |
| TOTALS HIGHWAYS | | $397.575 | $396.505 | $314.521 | $308.487 | $301.787 | $299.487 | $1,013.883 | $1,004.479 |
| Locally Funded Projects | City/County/Other | | $105.016 | | $31.094 | | $20.640 | | $156.750 |

NOTE: LUMP SUM FOR PROJECTS TO BE SELECTED

DRAFT 09/29/95

BEAUMONT DISTRICT

FY 1996-1998 TIP FINANCIAL SUMMARY

| FUNDING SOURCE | CATEGORY OF WORK | FY 1996 APPORT | FY 96 PROG | FY 1997 APPORT | FY 97 PROG | FY 1998 APPOR | FY 98 PROG | TOTAL APPOR | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - FHWA | 1-Interstate Construction | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 2-Interstate Maintenance | $13.000 | $13.000 | $0.350 | $0.350 | $7.500 | $7.500 | $20.850 | $20.850 |
| | 3-National Highway System | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 3B-Texas Trunk System | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 3C-NHS Rehab | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 3E-NHS Misc | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 4-Surface Transp Program | | | | | | | | |
| | 4A-Safety | $0.460 | $0.460 | $0.090 | $0.090 | $0.000 | $0.000 | $0.550 | $0.550 |
| | 4B-Enhancement | $0.000 | $0.000 | $0.045 | $0.045 | $0.000 | $0.000 | $0.045 | $0.045 |
| | 4C-Metropolitan Mobility | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 4D-Urban Mobility | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 4E-Rural Mobility | $0.000 | $0.000 | $4.500 | $4.500 | $0.000 | $0.000 | $4.500 | $4.500 |
| | 4F-STP Rehabilitation | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 4G-RR Grade Separation | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 5-Congestion Mitigation & Air Quality | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 6-Bridge | | | | | | | $0.000 | $0.000 |
| | 6A-Bridges On System | $8.701 | $8.701 | $0.000 | $0.000 | $0.000 | $0.000 | $8.701 | $8.701 |
| | 6B-Bridges Off System | $0.157 | $0.157 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.157 |
| | 12-Commission Strategic Priority | | | | | | | | |
| | 12A-Federal & State Funding | $7.204 | $7.204 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $7.204 |
| | 15-Demonstration Projects | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 16F-Ferry Boat | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| TOTALS FHWA | | $29.522 | $29.522 | $4.985 | $4.985 | $7.500 | $7.500 | $34.646 | $42.007 |
| State | 7-Preventive Maintenance | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 8A-FM Rehabilitation | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 8B-FM Expansion | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 9-Park Roads | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 10A-Traffic Control Devices | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 10B-CTMS Rehabilitation | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 11-District Discretionary | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 13-State Mobility | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 13B-Hurricane Evacuation | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 13D-Urban Street Program | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 14-State Rehabilitation | $0.000 | $0.000 | $1.600 | $1.600 | $1.909 | $1.909 | $3.509 | $3.509 |
| | 16-Miscellaneous | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| | 17 & 18-Metro Match & Pass | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 | $0.000 |
| TOTALS STATE | | $0.000 | $0.000 | $1.600 | $1.600 | $1.909 | $1.909 | $3.509 | $3.509 |
| TOTALS HIGHWAYS | | $29.522 | $29.522 | $6.585 | $6.585 | $9.409 | $9.409 | $38.155 | $45.516 |
| Locally Funded Projects | City/County/Other | | $0.390 | | $0.009 | | $0.000 | | $0.399 |

## 1996-98 TRANSPORTATION IMPROVEMENT PROGRAM
## FUNDING SUMMARY

### 3-YEAR TRANSIT TOTALS
($ in thousands)

| FUNDING CATEGOR | Federal | State Match | Local Match | Total | |
|---|---|---|---|---|---|
| FTA Section 3 | $571,111 | $0 | $522,675 | **$1,093,786** | Federal Discretionary Program |
| FTA Section 9 | $151,783 | $1,028 | $35,374 | **$188,185** | |
| FTA Section 16 | $838 | $28 | $219 | **$1,085** | Federal Discretionary Program |
| FTA Section 18 | $2,789 | $3,584 | $957 | **$7,330** | Federal Discretionary Program |
| Section 26 | $4,988 | $2,500 | $3,122 | **$10,610** | |
| LOCAL | | | $262,283 | **$262,283** | |
| | | | | | |
| **GRAND TOTAL** | **$731,510** | **$7,140** | **$824,630** | **$1,563,280** | |

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# CHAPTER 7

# ANNUAL SELF-CERTIFICATION

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## TRANSPORTATION PLANNING CERTIFICATION

We, Steve Simmons, a duly authorized representative of the Texas Department of Transportation, and Jimmie Schindewolf, a duly authorized representative of the Transportation Policy Council hereby certify and attest to the transportation planning conducted under the auspices of the Transportation Study, its agents and/or representatives, and funded under the latest approved Unified Planning Work Program for transportation planning, is consistent with and carried on in conformance with all applicable requirements of:

- Sections 8(e) and 3(e) 49 USC 1607 and 1602 (e) of the Federal Transit Act concerning involvement of the appropriate public and private transportation providers;
- Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC 324 and 29 USC 794;
- Section 105 (f) of the Surface Transportation Assistance Act of 1982 regarding the involvement of minority business enterprise in Federal Highway Administration and Federal Transportation Administration funded projects (Public Law 97-4, Section 105f, 49 CFR Part 23);
- 23 USC 134, Section 8 of the Federal Transit Act (49 USC 1607), as amended by the Intermodal Surface Transportation Act of 1991;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and (d).
- Certifying compliance by the Transportation Policy Council for Multimodal Transportation Planning in the Houston-Galveston Transportation Management Area, of the policy for private sector participation in public transportation under FTA C7005.1.

Witness these signatures this 29th day of September, 1995.

S t E S P.E.
Steve Simmons, Acting District Engineer
Texas Department of Transportation

9/29/95
Date

Jimmie Schindewolf
Transportation Policy Council for the Houston-Galveston Transportation Management Area

9-29-95
Date

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# APPENDICES

# APPENDIX A

# METHODOLOGY FOR SELECTION OF STP AND CMAQ PROJECTS

# METHODOLOGY FOR SELECTION OF STP AND CMAQ PROJECTS

Staff recommended the following six-step process to the TPC to aid in the selection of those projects which contribute most to regional mobility and environmental goals. Those steps are:

I. Evaluation of project eligibility
II. Project Classification
III. Project Readiness
IV. Project Ranking
V. Project Selection Process
VI. Conformity/Congestion Management/Long Range Plan Evaluation

Summarized below are each of the six steps of the proposed methodology.

## I. EVALUATION OF PROJECT ELIGIBILITY

Step one of the project selection process is an evaluation of the proposed project's eligibility for federal funding assistance under the Intermodal Surface Transportation Efficiency Act (ISTEA) as well as additional eligibility criteria which are recommended for adoption by the TPC.

### "Ineligible" Activities

The Technical Advisory Committee has recommended that the following activities should be considered as "ineligible" for federal funding assistance by the TPC:

Normal roadway maintenance, including resurfacing, seal coats, painting signage, lighting, repairs to traffic signals, grass mowing and other routine landscaping.

Projects on local roadways whose function is and will be primarily to serve adjacent land uses (local subdivision streets or alleys, minor rural roads, etc.)

Normal Enforcement of traffic and safety laws.

Some of these activities (such as resurfacing, signage or traffic signal upgrades) may be performed as part of a larger eligible project (such as a roadway reconstruction, widening or safety project).

**Eligibility Criteria**

Regional Significance

1. Roadway projects must be functionally classified as a collector or higher in urban areas and as a major rural collector or higher in areas.

2. All projects in the TIP must be included in the Metropolitan Transportation Plan (MTP).

3. Roadway projects which are candidates for the STP MM urban funding must have an existing Average Daily Traffic (ADT) or Average Weekday Traffic (AWDT) of 5000 Vehicles per Day (VPD) as demonstrated by actual traffic counts or through computer modeling of 1996 traffic conditions. STP MM rural projects must have an ADT or AWDT of 2500 VPD.

4. Projects contained in the State Implementation Plan (SIP) will be defined as having met the test of regional significance.

Funding Availability

5. Project cost can not exceed available funding within its funding category. There is a working limit of $40 million on Surface Transportation Program (STP) major metro projects and $5 million for urban and rural STP projects. If a sponsor has a project exceeding any of the above limits, it is incumbent upon them to show how they can phase this project so that it can be funded in logical segments within the TIP.

6. Transit projects must be part of a five-year financial plan prior to TIP adoption.

Consultation on State System Projects

7. In order to insure needed coordination with TxDOT, the TPC requests that TxDOT concurrence be received for candidate roadway projects which are on the federal or state system sponsored by cities, counties or other local or regional transportation agencies .

## II. PROJECT CLASSIFICATION

In order to properly evaluate candidate TIP projects, it is necessary to group or classify them into one of six groups: added capacity or new roadways; transit maintenance, operation, and expansion (new transit services); congestion mitigation/air quality (CMAQ) activity; major roadway rehabilitation, safety and planning projects. It is important to note that intermodal projects may fall within one or more of the above categories. The classification of a project determines the scoring criteria which will be applied to the project.

## III. PROJECT READINESS

In order to evaluate a candidate project's potential for implementation within the three years of the TIP, three key factors were examined to determine project readiness: the basis for cost estimates, the completeness of environmental analyses, and availability of Right-of-Way (ROW). Projects that did not meet these criteria for project readiness were automatically referred for consideration on the ten-year list of candidate projects.

A review of cost estimates for consistency with State standards were made. A determination of completeness of environmental analyses involved the review of information provided by project sponsors regarding completion or need for a variety of environmental analyses or permits.

Project proposers provided ROW information. Since not all projects had right-of-way availability when proposed, sponsors were asked to provide a right-of-way map as well as information on the number of parcels obtained, number of parcels to be acquired and the right-of-way width being sought. Based on this information, a determination of the time frame for completion of right-of-way acquisition was made. The estimated time-frame directly influenced the determination of completeness of right-of-way acquisition.

There were additional requirements concerning transit maintenance, operation, and expansion projects than in the past TIPs. More long-range information was needed on the transit plans of some of the fast-growing rural transit providers. For this reason staff requested that transit operators requesting funding for transit projects in the TIP provide a five-year service and financial plan. Also if the proposed transit project had a potential impact on the environment, environmental information was provided.

## IV. PROJECT RANKING

To fairly and objectively analyze the full range of eligible projects, evaluations were completed separately for each project category. Evaluations of proposed projects were based upon project selection criteria determined by project classification adopted by the TPC. Projects evaluated for added capacity, roadway, transit, rehab, safety, CMAQ and planning could have received a total of 100 points, however point allocation within each category varied with project classification. Added capacity, roadway, and transit projects were analyzed under the following categories--air quality, current cost effectiveness, and qualitative factors. Rehab and safety projects were evaluated under two categories--project need and cost per Vehicle Miles Traveled (VMT). CMAQ projects were analyzed with the categories of air quality impact, air quality effectiveness and qualitative factors. Planning projects were based upon response to federal mandate, regional significance, and financial commitment.

### A. ADDED CAPACITY, ROADWAY & TRANSIT

1. Air Quality (30 pts.)
2. Cost Effectiveness (45 pts.)
3. Qualitative Factors (25 pts.)

B. REHAB
   1. Project Need (50 pts.)
   2. Cost per VMT (50 pts.)

C. SAFETY
   1. Project Need (50 pts.)
   2. Cost per VMT (50 pts)

D. CMAQ
   1. Air Quality Impact (40 pts.)
   2. Air Quality Effectiveness (35 pts)
   3. Qualitative (25 pts.)

E. PLANNING
   1. Response to Federal Mandate (33 pts.)
   2. Regional Significance (33 pts.)
   3. Financial Commitment (34 pts.)

Points were allocated to each project based on the highest project score. If, for example, the highest number of points assigned to a criteria is 25, the highest scoring project received 25 points, then all other projects received a share of the points proportionate to the highest scoring project. However, prior to assigning points, project scores were reviewed. Project(s) whose score(s) deemed to be "outliers" were assigned the highest point value(s). The next highest project score was used to proportionately assign points.

A. ADDED CAPACITY PROJECTS/TRANSIT

Added capacity projects was analyzed by quantitative and qualitative analyses. The Transportation Department staff of the Houston-Galveston Area Council was responsible for conducting the technical emissions and cost/benefit analyses. The qualitative assessment was compiled by a TAC Task Force Committee with the assistance of H-GAC staff. A project was eligible to receive up to 75 points in the quantitative analyses and up to 25 points in the qualitative analysis. These points were disaggregated into the categories listed below. See Item 6 for sample calculations.

1. Air Quality Analysis (30 pts.)

Air quality impacts were measured in terms of total pounds of reduction in Volatile Organic Compounds (VOC), and Nitrogen Oxide (NOX). VOC emissions were a function of vehicle speed and miles traveled at the given speed. Emissions reductions due to transit/travel demand management projects were determined based on the removal of vehicle miles from the transportation system. In mixed flow roadway projects, VOC emissions reductions were calculated based on improvements in vehicle speeds (or reduction in vehicular delay).

2. Current Benefit/Cost (B/C) Analysis (45 pts.)

The current b/c of mixed flow roadway projects was developed from an analysis of travel time savings of motorists due to the improvement of the proposed facility. Travel time savings were derived from hours of current travel time saved multiplied by the value of time. The current b/c was calculated by dividing the current annual travel time savings by the annualized cost. Project cost represented the total cost of a project excluding non-federal funding participation over a project's lifespan. Project costs were annualized before being combined with benefits in the B/C ratios.

3. Qualitative Factors (25 pts.)

All projects were subject to the qualitative evaluation in Part VII of the Project Nomination Form. The initial qualitative analysis examined the effects a proposed project may have on intermodalism/multimodalism and economic development, regional and local impacts, mobility, and safety. The intermodal/multimodal and economic development factors ranged from the degree of interaction among modes to the provision of access to existing and future business. Regional and local impacts included consideration of consistency with local plans, support for neighborhood cohesion, and support of those under-served by existing transportation systems. With respect to the mobility criteria, projects were reviewed for support of TDM/TSM activities in congested areas as well as support for special mobility needs. Safety impacts examined were the number and severity of traffic accidents and the provision of access to evacuation routes.

B. REHAB & C. SAFETY

Project ranking for rehab and safety projects was divided into two categories: **1) Project need** was based on description or quantification of roadways deficiencies or the number and severity of traffic incidents. Under this category a project may have received up to 50 points. **2) Cost per VMT** was based on the current average weekday traffic volume multiplied by the annualized project cost. This can account for up to 50 points.

D. CMAQ

Project ranking for CMAQ projects included: **1) air quality impact** based on total pounds of hydrocarbon emissions reduced; **2) air quality effectiveness** based on annual pounds of hydrocarbon emissions reduced divided by the annualized project cost; and **3) qualitative factors** Benefits for mixed-flow roadway projects were measured in terms of travel time savings to motorists using the proposed facility under current traffic conditions. The maximum of points given to each category was 40, 35, and 25 respectively.

E. PLANNING

1) Planning studies responded to **federal mandates** and must have been of regional significance. 2) **Regional significance** was based on description and quantification of users or patrons, tons of goods transported, service area size or other measures of regional impact. 3) **Financial commitment** was based on the level of the sponsor's financial commitment to the proposed study. The maximum of points given to each category was 33, 33, and 34 respectively. Staff did not recommend including planning projects within the '95 TIP call for projects. Use of TIP funds for planning was limited to response to federal mandates which exceeded the federal and state planning funds normally provided for TMA highway and transit planning.

Preliminary engineering projects were identified as a separate category, but were ranked as any other project. Funding for preliminary engineering was limited to TIP candidate projects which could, except for funding limitations, have been programmed for implementation within the three year TIP cycle. These projects were selected based on their total score using the added capacity criteria.

## V. PROJECT SELECTION PROCESS

Project ranking enabled the MPO to evaluate projects for the 1995 TIP using an identifiable rating system. However, it did not determine the selection of projects for the TIP. Project selection for STP-MM, STP-UM, STP-RM, CMAQ and transit funds were based on a fully competitive process, with emphasis on public and local elected officials' involvement. Furthermore the selection and evaluation process which ensured that the most cost-effective projects were selected when balanced against additional criteria deemed important to the region, this included air quality, financial commitment, and local and regional impact. Finally, the TIP was set forward with the requirement that projects included in the TIP was based on current available sources of revenue from various program funding sources.

## VI. CONFORMITY/CONGESTION MANAGEMENT/ LONG RANGE PLAN EVALUATION

Following final proposed project selection and prioritization, the Draft TIP was analyzed with respect to its conformity with State Implementation Plan for achieving the region's air quality goals. This analysis was conducted following U.S EPA's and U.S. DOT's final rule on Criteria and Procedures for Determining Conformity to State and Federal Implementation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act, issued November 15, 1993.

All proposed projects whose implementation would result in the addition of capacity for single occupant vehicles (SOVs) were reviewed for consistency with FHWA's and FTA's Interim Guidance on Congestion Management Systems issued in April 1992. Unlike conformity, this analysis was performed at the project level and the possibility for revisions to project scope and/or size did exist.

Furthermore, all projects proposed for selection were reviewed with respect to their presence in the Transportation Management Area's Metropolitan Transportation Plan (MTP). Projects which were not currently in the MTP would be required to be added to the Plan prior to being selected for the 1996 TIP. The amended MTP would then be re-analyzed with respect to its conformity with State Implementation Plan for achieving the region's air quality goals. This analysis was conducted following U.S EPA's and U.S. DOT's final rule on Criteria and Procedures for Determining Conformity to State and Federal Implementation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act, issued November 15, 1993.

# APPENDIX B

# CONFORMITY ANALYSIS

# CONFORMITY DETERMINATIONS FOR THE 1996 TRANSPORTATION IMPROVEMENT PROGRAM AND THE PLAN UPDATE TO ACCESS 2010- THE METROPOLITAN TRANSPORTATION PLAN FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA



DRAFT

HOUSTON-GALVESTON AREA COUNCIL
TRANSPORTATION DEPARTMENT

# CONFORMITY DETERMINATIONS FOR THE 1996 TRANSPORTATION IMPROVEMENT PROGRAM AND THE PLAN UPDATE TO ACCESS 2010 - THE METROPOLITAN TRANSPORTATION PLAN FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA

SEPTEMBER 29, 1995

DRAFT

HOUSTON-GALVESTON AREA COUNCIL
TRANSPORTATION DEPARTMENT

## EXECUTIVE SUMMARY

With the signing of the Clean Air Act Amendments of 1990 (CAAA) into law, the Houston-Galveston region was designated non-attainment for exceeding the National Ambient Air Quality Standard (NAAQS) for the pollutant ozone. On a scale ranging to marginal to extreme, the Houston-Galveston region was labeled as "Severe-II" and given until the year 2007 to attain the ozone standard. The CAAA requires each state to submit a state implementation plan (SIP) to the U.S. Environmental Protection Agency (EPA). The SIP is a legally binding document that defines the structure through which emissions will be reduced and the ozone standard will be attained. As the central focus of the air quality planning process, the SIP ties in transportation planning through the conformity provisions in the CAAA. These provisions verify that federal actions on transportation projects are consistent with the air quality objectives contained in the SIP. In many cases, transportation-related control measures identified in the SIP are contained and funded in the metropolitan transportation plan (MTP) and the transportation improvement program (TIP).

Section 176(c)(4) of the CAAA required EPA to finalize the rule-making on conformity determinations for transportation plans and programs. In response to this requirement, the EPA published its Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded Under Title 23 U.S.C. or the Federal Transit Act in the *Federal Register* on November 24, 1993. This rule requires metropolitan planning organizations (MPOs) and the U.S. Department of Transportation to make conformity determinations on metropolitan transportation plans and transportation improvement programs before they are adopted, approved, or accepted in air quality non-attainment areas. Conformity determinations were conducted for the Access 2010 - 1994 Update: the Metropolitan Transportation Plan and the 1996 Transportation Improvement Program for the Houston-Galveston Transportation Management Area.

Special provisions are described in the final conformity rule for MPOs to conduct conformity determinations. These criteria and procedures vary according to the pollutant for which the area is designated nonattainment and also according to the time period in which the determination is

conducted. As required by the conformity rule, the conformity analysis was based on the most recent planning assumptions in force at the time of the conformity determination and used the latest available emissions model. EPA's Mobile Source Emission Factor Model (MOBILE5a) was used in this conformity analysis. The final conformity rule specifies that the transportation plan and TIP must provide for the timely implementation of transportation control measures (TCMs) from the applicable implementation plan. As outlined in this text, TCM implementation levels and emission reductions from federal and state-funded projects in the 1995 TIP are being met. A regional emissions analysis must be conducted for the milestone date of 1996 and the attainment date of 2007 and also for two additional years, 1999 and 2010. This regional analysis is performed for a Baseline and an Action scenario for each analysis year as defined by the final conformity rule. Volatile organic compounds (VOCs) and nitrogen oxide (NOx) emissions from each Action scenario must be less than the emissions predicted for the Baseline scenario in each analysis year. In addition, the regional analysis must show that the Action scenario contributes to a reduction in emissions from 1990 baseline emissions levels and must also provide for consistency with the motor vehicle emissions budget established in the SIP.

Figures 1 and 2 are summaries of the VOC and NOx regional emissions analysis. Tables 1 and 2 present the same VOC and NOx analysis data in tabular form. This data shows the relationships of the Baseline and Action scenarios to the emissions budget and 1990 emissions levels. As the data illustrate, the VOC and NOx emissions predicted in the Action scenarios for each year of analysis are less than the emissions predicted in the Baseline scenarios. This meets the first criteria mentioned above.

As shown in Figures 1 and 2, the VOC and NOx emissions for each Action scenario are below the 1990 emissions levels. This meets the second criterion mentioned above. The 1996 VOC emissions budget identified in the SIP is 133.15 tons per weekday. There has been no VOC budget established in the SIP for years other than 1996. For 1996, 1999, 2007 and 2010, the Action scenario VOC emissions are less than the established emissions budget. This meets the third criterion mentioned above. Additionally, a NOx emissions budget has not been established in the SIP. Therefore, the third criterion does not apply to NOx emissions.

The Houston-Galveston Area Council (H-GAC), serving as the MPO for the Houston-Galveston Transportation Management Area, is responsible for conducting the regional transportation planning process The H-GAC provides technical support and staff assistance to the Transportation Policy Council (TPC) and its technical committee, which compose the MPO policy-making structure. The conformity determinations were conducted under the direction of the TPC.

The results of the conformity determination show that the Access 2010 - 1994 Update the Metropolitan Transportation Plan and the 1996 Transportation Improvement Program for the Houston-Galveston Transportation Management Area meet the requirements of the SIP, the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)) as amended on November 15, 1990 and the final conformity rule (40 CFR Parts 51 and 93).

Figure 1

# Conformity of the 1996 TIP and MTP

## Volatile Organic Compound Emissions

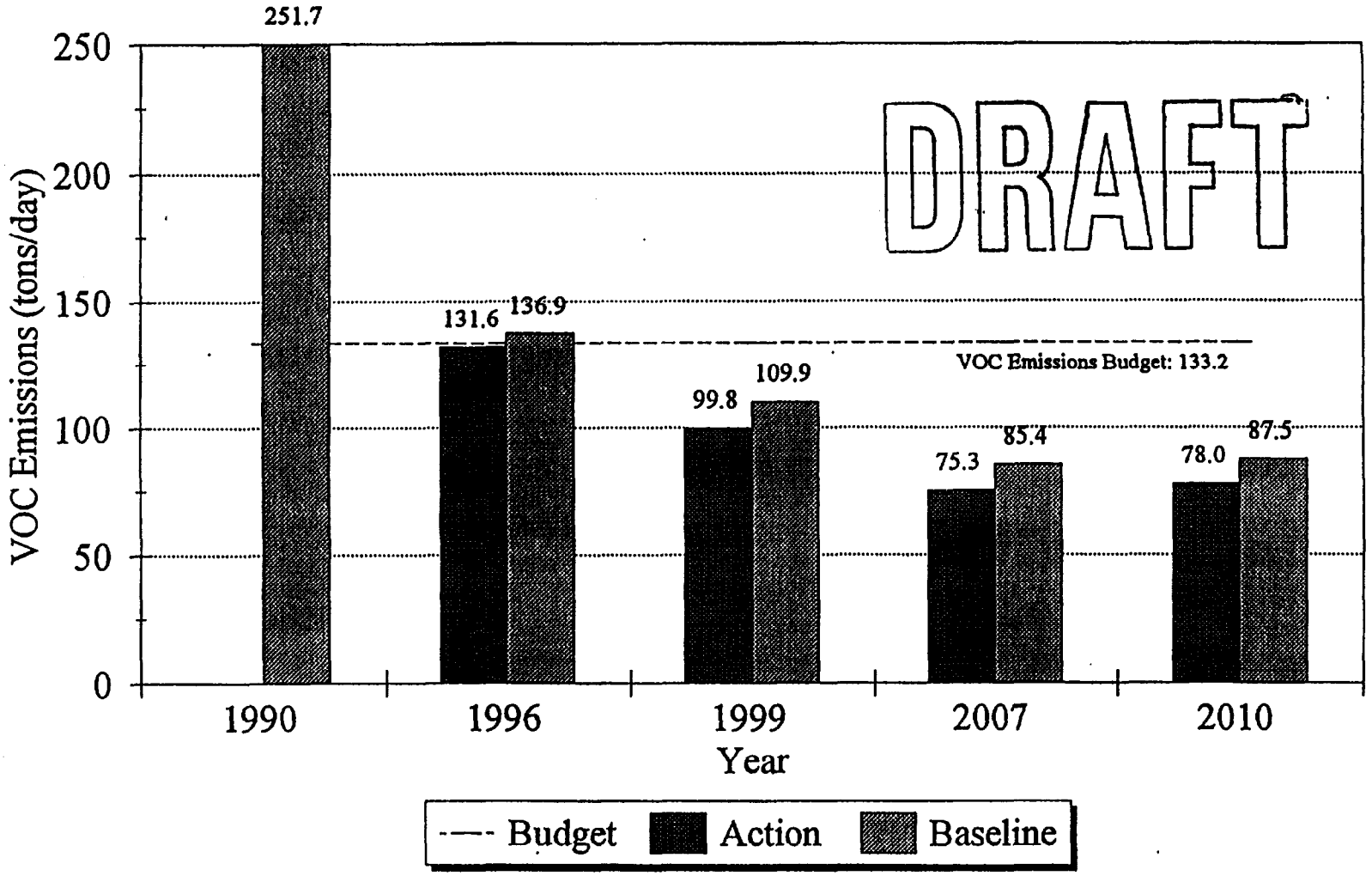
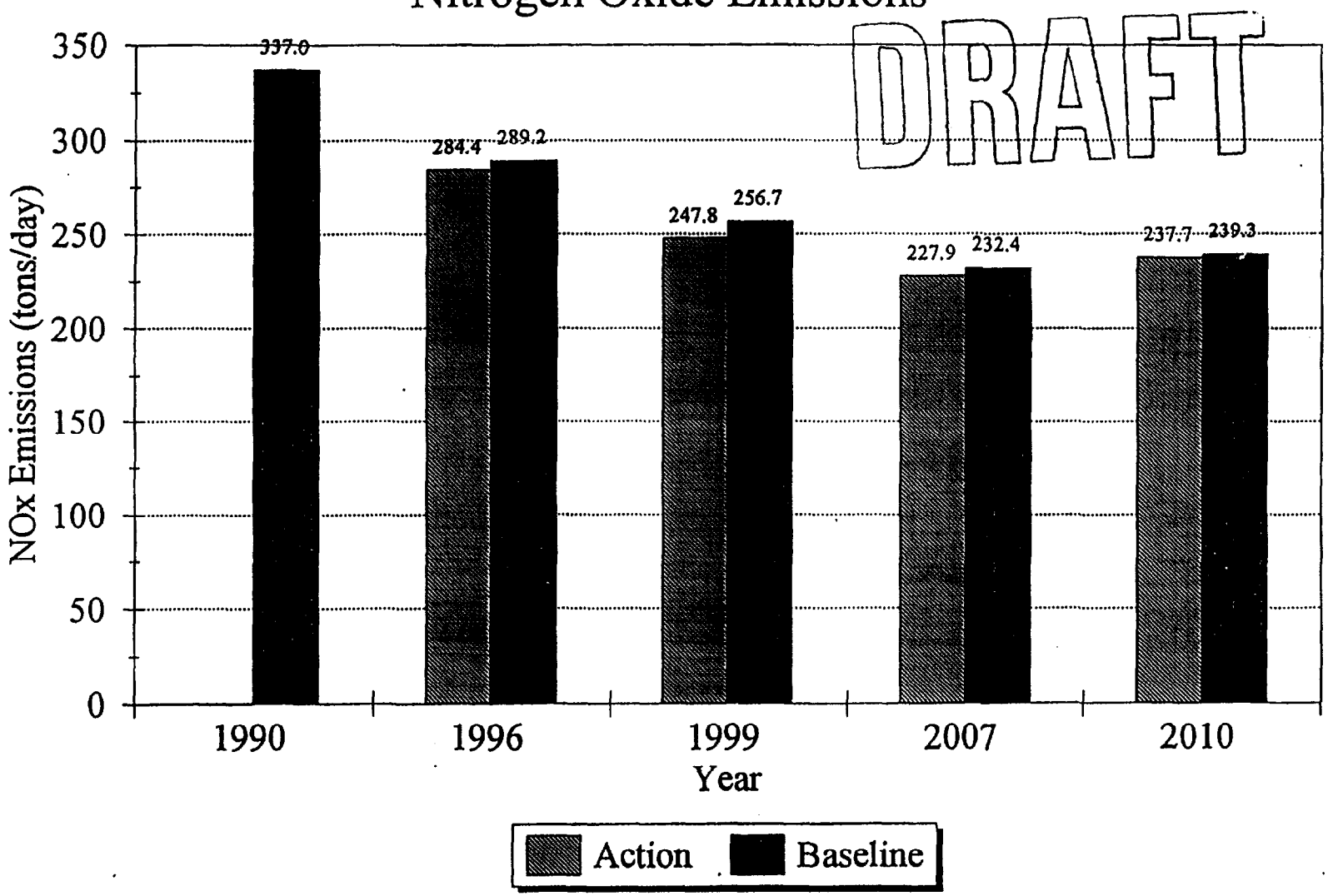


Figure 2

# Conformity of the 1996 TIP and MTP

## Nitrogen Oxide Emissions



## INTRODUCTION

Long range planning must recognize the impacts of the transportation system on the environment, particularly on ambient air quality. As a result of monitored ozone levels significantly in excess of the National Ambient Air Quality Standard (NAAQS) for ozone, the eight county transportation management area has been designated by the U.S. Environmental Protection Agency (EPA) as a severe nonattainment area for ozone. Under the Intermodal Surface Transportation Efficiency Act (ISTEA), transportation facility and service recommendations contained in the **ACCESS 2010***: 1994 UPDATE* (the Metropolitan Transportation Plan (MTP)) must support attainment of the ozone standard of 0.12 parts per million by 2007.

## CONFORMITY

Section 176(c), Conformity Requirements of the 1990 Clean Air Act Amendments (CAAA), states that no Metropolitan Planning Organization (MPO) in a nonattainment area may adopt a transportation plan or transportation improvement program (TIP) unless the plan or program conforms with the applicable State Implementation Plan (SIP), in eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. H-GAC, as MPO for the Houston-Galveston Transportation Management Area (TMA), is required to review the transportation plan and determine its conformity with the 1993 Texas 15% Volatile Organic Compounds (VOC) Reduction SIP for Ozone Attainment for the Houston-Galveston Ozone Nonattainment Area, in accordance with the EPA's final conformity rule published in the *Federal Register* on November 24, 1993. Conformity defined by the final rule is based on the following criteria:

- Is the MTP consistent with the most recent estimates of on-road mobile source emissions?
- Does the MTP provide for expeditious implementation of transportation control measures (TCMs) in the applicable SIP?
- Does the MTP contribute to annual emissions reductions consistent with Section 182(b) and Section 187(a)(7) of the CAAA?

Each of these criteria is discussed briefly below.

## CONSISTENCY WITH EMISSIONS ESTIMATES

Estimates of on-road mobile source emissions are based on recent model runs of H-GAC's travel demand forecasting models and the EPA's Mobile Emissions Factor Model, MOBILE5a. The MOBILE5a input data used in the emissions modeling of the 1990 base year, 1996 Baseline, and 1996, 1999, 2007, and 2010 Action Year scenarios reflect controls in place or expected to be in place by the year of evaluation. Procedures for analyzing emissions during the transitional phase specified by the final conformity rules were developed by the Texas Mobile Source Modeling Technical Working Group. The Technical Working Group includes representatives of the U.S. Department of Transportation (DOT), U.S. Environmental Protection Agency (EPA), Texas Natural Resource Conservation Commission (TNRCC), Texas Department of Transportation (TxDOT), transit agencies and MPOs from nonattainment areas across Texas.

## EXPEDITIOUS IMPLEMENTATION OF TCMS

In support of activities designed to improve air quality, **ACCESS 2010: *1994 UPDATE*** continues the region's commitment to implement the five TCMs in the 1982 SIP. As shown in Table 1a, these pre-1990 TCMs have been fully implemented and are being maintained.

With the passage of the CAAA in 1990, there was an additional obligation to enforceable commitments to implement, maintain and monitor TCMs. Since all post-1990 TCMs are subject to this different level of enforceability, the post-1990 TCMs are shown separately in Tables 1b-d.

# TABLE 1a

## COMPARISON OF TRANSPORTATION CONTROL MEASURES (TCMs) BY 1990 WITH TCM COMMITMENTS IN THE TEXAS STATE IMPLEMENTATION PLAN (SIP) PRE-1990 SIP COMMITMENTS

| TCM | SIP Commitment (Made in 1982) | 1981 Base Level | 1990 Actual | Maintenance Level | % Commitment Achieved, 1990 |
|---|---|---|---|---|---|
| Vanpool | - VanShare Program<br>- Funding 50 vans<br>- Meetings, organizational help | N/A | Vanshare Operational - Complete | Complete | 100% |
| Park & Ride/ Express Bus | - 12,660 spaces, total | 6,060 spaces | 23,398 spaces | Complete | 100% |
| Bus Service | - 185 additional peak-hour buses (520 total local buses) | 335 buses | 816 buses | Complete | 100% |
| Transit Maintenance Facilities | - 6 new maintenance facilities on line | 2 under construction | 6 operational | Complete | 100% |
| HOV lanes | - Construct 1 HOV lane | - Gulf Frwy HOV under construction to Eastwood | - Gulf Frwy HOV open to Eastwood | Complete | 100% |
| | - Design 4 HOV lanes support Park & Ride Express service | | - Complete | Complete | 100% |
| | - 4 Additional Park & Ride lots (18 total) - space commitment, see above | - 14 Park & Ride lots existing | - 22 Park & Ride lots operational or under construction | Complete | 100% |

N/A -- Not Applicable
* -- Park & Ride lots include METRO-operated lots and Woodlands Park & Ride lot.

Source: Houston-Galveston Area Council - 1991 Transportation Improvement Program.

Tables 1b-d present a summary of the 1995 Transportation Control Measure (TCM) Implementation Report, as well as the status of the Employee Trip Reduction (ETR) and Inspections/Maintenance (I/M) programs. The report is required annually by TNRCC, pursuant to EPA/USDOT guidance on transportation conformity, regarding "the expeditious implementation of transportation control measures [TCMs]" included in the State Implementation Plan (SIP). The report contains an evaluation of categories of transportation control measure projects for which implementation agencies have committed in post-1990 SIP amendments to implementation magnitude and schedules and for which the Metropolitan Planning Organization (MPO) has committed to the funding and projected emission reductions. Accordingly, the evaluation focuses on the collective magnitude, timing, funding and air quality benefits of the projects by category.

The TCM report summary given in Tables 1b-d provides the SIP magnitude and emissions commitments, as well as the categories' schedules status. The status of the ETR and I/M programs is shown in Table 1e and includes the magnitude of the state commitments, the expected compliance, and the overall projected emissions benefits from the state programs in the Houston-Galveston region.

**TABLE 1b**

**TCM Category Status for 1996 SIP Milestone Year Commitments***

| | Commitments in SIP | | Current Status of Categories (as % of Magnitude) | | |
|---|---|---|---|---|---|
| SIP Category | Magnitude | VOC Rdctns (lb/d) | Mileage/Other, % Let | Mileage/Other, % Operational | % Operational by 1996 |
| 1. Signalization | 2.9 mi | 1 | 100 % | 0 % | 100 % |
| 3. High-Occupancy Vehicle (HOV) Lanes | 19.8 mi | 340 | 100 % | 100 % | 100 % |
| 4. Park & Ride Lots | 4,000 spcs | 45 | 100 % | 100 % | 100 % |
| 5. Arterial Traffic Management System (ATMS) | 43.8 mi | 33 | 100 % | 47 % | 100 % |
| 6. Computerized Traffic | 22.2 mi | 157 | 100 % | 52 % | 100 % |

* For each milestone year, "commitments" refers to new/additional projects expected to be open for service prior to the milestone. Therefore, for example, the amounts listed in Table 1b represent quantitative indicators associated with the total of all projects in each SIP category anticipated to be open for service between October 1996 and October 1999.

## TABLE 1c

## TCM Category Status for 1999 SIP Milestone Year Commitments*

| SIP Category | Commitments in SIP | | Current Status of Categories (as % of Magnitude) | | |
|---|---|---|---|---|---|
| | Magnitude | VOC Rdctns | Mileage/Other, % Let | Mileage/Other, % Operational | % Operational by 1999 |
| 1. Signalization | 52.2 mi | 9 | 31 % | 0 % | 100 % |
| 2. Bicycles | 263.7 mi | 170 | 0 % | 0 % | 100 % |
| 3. HOV Lanes / | 2.6 mi | 46 | 100 % | 80 % | 100 % |
| Vanpool | 225 vans | 108 | 0 % | 0 % | 100 % |
| 4. Park & Ride Lots | 1,643 spcs | 77 | 100 % | 85 % | 100 % |
| 5. Arterial Traffic Management System | 68.3 mi | 55 | 90 % | 0 % | 100 % |
| 6. Computerized Traffic Management System (CTMS) | 80.6 mi | 647 | 76 % | 25 % | 100 % |
| 7. Accident Investigation | 3.2 mi | 28 | 100 % | 0 % | 100 % |
| Sites / | N/A | 36 | N/A | 0 % | 100 % |

## TABLE 1d

## TCM Category Status for 2007 SIP Milestone Year Commitments*

| SIP Category | Commitments in SIP | | Current Status of Categories (as % of Magnitude) | | |
|---|---|---|---|---|---|
| | Magnitude | Proj. Emis. Rdctns | Mileage/Other, % Let | Mileage/Other, % Operational | % Operational by 2007 |
| 5. Arterial Traffic Management System (ATMS) | 1.6 mi | 1 | 0 % | 0 % | 100 % |
| 6. Computerized Traffic Management System (CTMS) | 78.6 mi | 384 | 0 % | 0 % | 100 % |
| 7. Accident Investigation Sites | 35.3 mi | 134 | 14 % | 0 % | 100 % |

* For each milestone year, "commitments" refers to new/additional projects expected to be open for service prior to the milestone. Therefore, for example, the amounts listed in Table 1b represent quantitative indicators associated with the total of all projects in each SIP category anticipated to be open for service between October 1996 and October 1999.

## TABLE 1e

### Status of State Commitments to Regional Programs

| State Program | Status Indicator | Milestone Year | | | |
|---|---|---|---|---|---|
| | | Current | 1996 | 1999 | 2007 |
| Employer Trip Reduction | Magnitude: | + 25 % Average Vehicle Occupancy | | | |
| | Compliance Rate: | N/A* | 50 % | 50 % | 80 % |
| Inspections/Maintenance | Magnitude: | - | 5 Counties | 8 Counties | 8 Counties |
| | Proj. Compliance Rate: | N/A* | 96 % | 96 % | 96 % |
| All State SIP Programs (Including RFG & Tier I) | Incremental SIP Proj. Emis. Rdctns (tpd) | N/A* | 57.12 | 14.19 | N/A |

* Current amounts were unavailable due to the unresolved status of the programs.

## ANNUAL EMISSIONS REDUCTIONS ESTIMATES

H-GAC conducted a conformity analysis to assess the potential air quality impacts of implementation of **ACCESS 2010***: 1994 UPDATE*. Four "Action" years must be estimated for conformity: 1996, 1999, 2007, and 2010. Both VOC and nitrogen oxide (NOx) emissions are estimated for each "Action" year. Conformity will be demonstrated if both VOC and NOx emissions meet the following three tests:

- Emissions from each "Action"[1] scenario of projects must be LESS than the 1990 emissions inventory,

- Emissions from each "Action" scenario of projects (Build) must be LESS than emissions from a "Baseline" (No Build) network of projects, and

- Emissions from an "Action" scenario of projects must be LESS than a specified emissions "budget" from the SIP, when available.

[1] "Action" scenario is the future transportation system with proposed projects or investments. The "Baseline" scenario is the existing transportation system plus committed projects. This "Baseline" system is assumed to remain static over time, without investments.

As there does not currently exist a NOx emissions budget, conformity of **ACCESS 2010***: 1994 UPDATE* with respect to NOx emissions will be demonstrated under the first two tests above.

Sources and methods used for the analysis are described below.

## Recent Emissions -- Sources and Methods

Emissions estimates produced for the **ACCESS 2010***: 1994 UPDATE* conformity determination are based on recent projections of population, employment, travel and congestion.

### Population and Employment Estimates

The 1990 Census Summary Tape File 1 (STF1) is the source of the 1990 Base Year population data for each of the eight counties and their respective census tracts. The 1990 MPO Abstract Tape (MPOAT) acquired from Dun's Marketing Services, a subsidiary of Dun & Bradstreet, is the source of 1990 base year place of work employment data at the county and census tract levels.

Population and employment forecasts for the 1996 and 2010 "Action" years come from H-GAC's Interim Long Range Plan Forecasts as documented in Interim Long Range Plan Forecasts - ACCESS 2010: REVISED, August 1993,. Forecasts for the 1999 and 2007 action years were developed through interpolation.

### Transit and Toll Pricing Policies and Assumptions

In September of 1994 a fare increase was approved by the Metropolitan Transit Authority (METRO) Board of Directors. Prior to September of 1994, there had been no transit fare increase since the previous conformity determination of the MTP. Transit service levels have not experienced significant changes since the latest conformity determinations. Ridership levels have

experienced a small decline since the previous conformity determination, although not as a result of the recent fare increase.

Assumptions regarding the level of transit service for the conformity determination of the MTP are consistent with METRO's currrent long range transit plan, referred to as the Community Transportation Program. Transit fares were assumed to remain at existing levels through time.

Both existing and future toll facilities were evaluated assuming currently reflected toll pricing would remain at a fixed amount.

**Emissions Estimates**

Estimates of Mobile Source Emissions were based on recent model runs of H-GAC's travel demand forecasting models and the EPA's Mobile Emissions Factor Model, MOBILE5a. The MOBILE5a input data used in the emissions modeling of the 1990 Base Year and the 1996, 1999, 2007, and 2010 Baseline and Action scenarios reflect controls in place or projected to be in place by the year of evaluations. Emission factors used for "Action" scenarios include an expanded Inspection/Maintenance (I/M) program in the entire eight county region, while emission factors used for the "Baseline" scenarios contain an I/M program in only the mandated counties, Harris and Galveston.

## Modelling Procedures/Approach

In order to determine the effect of the MTP on emissions levels in the future, it was necessary to establish:

1. A base estimate of emissions -- namely the base year 1990.

2. A "Baseline" estimate of emissions -- namely the milestone year 1996.

3. Year 1996, 1999, 2007 and 2010 emissions resulting if the projects contained in the **ACCESS 2010: *1994 UPDATE*** are constructed. These are termed the "Action" Scenarios.

4. Year 1999, 2007, and 2010 emissions resulting if the transportation system development proceeds no further beyond the "Baseline" transportation system -- namely the 1999, 2007, and 2010 "Baseline" scenarios. These scenarios place future year's demand on a "Baseline" network. By performing this analysis, a time-neutral (in terms of the regional demand for travel) comparison of the MTP can be made.

**Travel Demand Modelling**

Base (1990) Scenario

Using the 1990 population and employment forecasts for the eight county TMA, trip generation (i.e., production and attraction) estimates were developed for each of six trip purposes: Homebased Work (HBW), Homebased School (HBSCH), Homebased Shop (HBSHP), Homebased Other (HBO), Non-Homebased (NHB), and Truck-Taxi Trips (TRTX). The trip production models used to produce these estimates are cross-classification models based on household size and income, while the attraction models are based on employment. The 1990 external-local and external-through trip tables were based on 1990 external station (cordon) volumes.

Table 2 details the resulting person and vehicle trip estimates by purpose for the year 1990. The HBSCH, HBSHP, and HBO trips have been summed to a Homebased Non-Work (HBNW) total.

TABLE 2

INTERNAL TRIPS BY PURPOSE

FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| Purpose | 1990 | % of Total |
|---|---|---|
| HBW Person Trips | 2,200,543 | 17.1 |
| HBNW Person Trips | 6,155,066 | 48.0 |
| NHB Person Trips | 3,806,188 | 29.6 |
| TRTX Vehicle Trips | 675,625 | 5.3 |
| Total Internal Trips | 12,837,422 | 100.0 |

Using a 1990 highway network and 1990 trip length frequency estimates, the number of person trips by purpose as well as the Truck-Taxi vehicle trips were distributed using the Desegregate Trip Distribution Model (the Atomistic Model) of the TxDOT Trip Distribution Package (TTDP). A modified version of the Atomistic Model (ATOM 2) was used to distribute the External-Local vehicle trips. Table 3 details by a general facility type structure the 1990 network which was used in the trip distribution as well as the assignment phases of this scenario analysis.

TABLE 3

1990 NETWORK

FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| Miles | Freeway/Tollway | Principal Arterial | Other Arterial | Collector | HOV Lanes[A] |
|---|---|---|---|---|---|
| Centerline | 510 | 818 | 2,112 | 2,245 | 44 |
| Lane | 2,848 | 3,294 | 6,382 | 4,624 | 44 |

[A] Excluding ramp structures

Transit mode shares were estimated based upon a mode-choice analysis using a transit network which was supportive of the 1990 highway network. Following the estimation of transit mode share, the Mezzo-level High Occupancy Vehicle (HOV) carpool model of the TTDP was utilized

to account for and estimate the level of usage of the HOV lane system by carpools and to convert the person trip tables to vehicle trip tables. Based upon the transit mode share estimates produced by the Metropolitan Transit Authority of Harris County (METRO) and the auto occupancy estimates from the H-GAC 1984 Regional Travel Survey (subsequently revised based upon the 1990 Nationwide Personal Transportation Survey (NPTS)), the HOV carpool demand on the 1990 HOV lane system was estimated.

Following the conversion of the person trip tables to vehicle trip tables, the vehicle trip tables were factored by trip purpose to represent the time periods desired for the estimation of time-of-day travel demand. The procedure used by H-GAC to factor trip tables relies on time-of-day trip table factors by trip purpose and the trip table factoring procedures of the TTDP. The trip table factors were developed based on an analysis of the 1984 H-GAC Regional Travel Survey data. Because the Regional Travel Survey contained no data on truck/taxi and external travel, survey data from other urban areas was used to develop trip table factors for those trip purposes.

In addition to factoring the 24-hour trips to represent the desired time period, the trip tables are converted from production-to-attraction orientation to origin-destination orientation. The factors used to perform this step are also based on the H-GAC Regional Travel survey. Details regarding the development of these trip table factors are contained within the appendices entitled

**Time-of-Day Trip Table Factors.**

Based on analyses of the trip table factors developed in 30 minute intervals, the daily vehicle trip tables were separated into the following time periods:

| | | |
|---|---|---|
| AM Peak | - | 6:30 AM to 8:30 AM |
| Mid-day | - | 8:30 AM to 3:30 PM |
| PM Peak | - | 3:30 PM to 6:30 PM |
| Overnight | - | 6:30 PM to 6:30 AM |

Following the separation of the 24-hour trip tables by purpose for each of the four time periods, the trip tables for each trip purpose were summed to develop a single time-of-day trip table (e.g., AM Peak trip table). Each time-of-day trip table was then assigned to the appropriate 1990 time-of-day network. The time-of-day networks are the 1990 network with capacities reflective of the appropriate time-of-day. For example, the facilities represented in the 1990 AM peak network have 2-hour peak period capacities which vary by facility type, number of lanes, and area type.

The resulting time-of-day link volume estimates were then input to H-GAC's post-assignment speed model to develop link-level time-of-day speed estimates. The post-assignment speed model is based on procedures recommended in the report entitled Highway Vehicle Speed Estimation Procedures For Use in Emissions Inventories prepared by Cambridge Systematics for the U.S. Environmental Protection Agency in September 1991.

The speed estimation model relies primarily on the speed estimation techniques described in the Highway Capacity Manual (HCM). The HCM relationships are used to estimate the speeds for estimated volume-to-capacity ratios from zero to one. The extensions of the models for volume-to-capacity ratios exceeding one are based on the traditional Bureau of Public Roads (BPR) impedance adjustment function. The methods rely on the estimated volume-to-capacity ratio as a key measure of congestion for estimating the congested speed based on the constrained equilibrium volume of a link. Separate procedures are used for freeways and non-freeway streets.

The speed model was developed and calibrated by applying them to the 1985 AM and PM peak-period assignments for the Houston-Galveston region and comparing the modeled directional speeds to more than 8,000 observed directional link speeds encoded in the link data. The models were also validated to year 1990 observed directional speeds.

The centroid connectors in the Houston-Galveston TMA networks represent local street facilities that provide access to higher-level roadway facilities. Local streets are generally relatively low volume uncongested streets. Since there is not a one-to-one correspondence between centroid connectors and the local streets (i.e., a single centroid connector usually represents more than one local street) and since local streets generally operate without significant congestion, the speed

models were not used to estimate the centroid connector speeds. The estimated speeds for the vehicle miles traveled (VMT) represented on centroid connectors was estimated based on the area type of the zone which is connected to the roadway network by the centroid connector and the length of the centroid connector. The estimated speed for intrazonal VMT (travel within a zone) is developed from the average of the centroid connector speeds for the zone.

The estimated level of travel (VMT) and congestion (speed) by link serve as inputs to the emissions model.

"Action" Scenarios

Using the population and employment forecasts for 1996, 1999, 2007, and 2010, trip generation (i.e., production and attraction) estimates were developed for each of six trip purposes; Homebased Work (HBW), Homebased School (HBSCH), Homebased Shop (HBSHP), Homebased Other (HBO), Non-Homebased (NHB), and Truck-Taxi Trips (TRTX). The trip production models used to produce these estimates are cross-classification models based on household size and income, while the attraction models are based on employment. Trip generation estimates for the external-local and external-through vehicle trips for the 2010 action scenario are provided by the TxDOT. Trip generation estimates for external-local and external-through vehicle trips for all other action scenarios are developed by applying a growth rate based on a smoothed trend between 1985 and 2010.

Table 4 summarizes the resulting person and vehicle trip estimates by purpose for the years 1996, 1999, 2007, and 2010. The HBSCH, HBSHP, and HBO trips have been summed to a Homebased Non-Work (HBNW) total.

## TABLE 4

## INTERNAL TRIPS BY PURPOSE

## FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| Purpose | 1996 | % of Total | 1999 | % of Total | 2007 | % of Total | 2010 | % of Total |
|---|---|---|---|---|---|---|---|---|
| HBW Person Trips | 2,408,959 | 17.1 | 2,511,648 | 17.1 | 2,838,948 | 17.1 | 3,006,206 | 17.1 |
| HBNW Person Trips | 6,737,023 | 47.9 | 7,029,001 | 47.9 | 7,946,051 | 47.7 | 8,391,905 | 47.7 |
| NHB Person Trips | 4,164,319 | 29.6 | 4,341,995 | 29.6 | 4,914,949 | 29.5 | 5,199,502 | 29.5 |
| TRTX Veh. Trips | 756,370 | 5.4 | 801,664 | 5.4 | 945,138 | 5.7 | 1,003,239 | 5.8 |
| Total Trips | 14,066,671 | 100 | 14,684,308 | 100 | 16,645,086 | 100 | 17,600,852 | 100 |

The regional roadway networks used in the "Action" scenario analyses represent the system of roadways assumed to be operational in each of the four analysis years. Therefore, the 1996 "Action" roadway network represents current roadways, plus roadways under construction, plus roadways expected to be operational by the end of FY 1996; the 1999 "Action" roadway network represents current roadways, plus roadways under construction, plus roadways expected to be operational by the end of FY 1999. The 2007 "Action" network includes all roadways in the 1999 roadway network plus all roadways expected to be operational by the end of FY 2007. The 2010 "Action" roadway network includes all roadways in the 2007 network plus all remaining projects in the Houston-Galveston Metropolitan Transportation Plan. Table 5 summarizes the regional roadway networks for 1996, 1999, 2007 and 2010.

TABLE 5

ACTION ROADWAY NETWORKS

FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| | Miles | Freeway/ Tollway | Principal Arterial | Other Arterial | Collector | HOV Lanes[A] |
|---|---|---|---|---|---|---|
| 1996 | Centerline | 562 | 905 | 2277 | 2345 | 67.5 |
| | Lane | 3310 | 3815 | 7341 | 4875 | 67.5 |
| 1999 | Centerline | 590 | 915 | 2261 | 2343 | 95.6 |
| | Lane | 3463 | 3814 | 7407 | 4869 | 95.6 |
| 2007 | Centerline | 629 | 986 | 2276 | 2346 | 149.9 |
| | Lane | 3969 | 4336 | 7824 | 5080 | 156.9 |
| 2010 | Centerline | 638 | 1129 | 2407 | 2434 | 149.9 |
| | Lane | 4040 | 5023 | 8552 | 5402 | 156.9 |

[A] Excluding ramp structures

Using the "Action" years' highway networks and forecasted trip length frequencies for each "Action" year, the estimates of person trips by purpose as well as the Truck-Taxi vehicle trips were distributed using the Desegregate Trip Distribution Model (the Atomistic Model) of the TTDP. A modified version of the Atomistic Model (ATOM 2) was used to distribute the External-Local vehicle trips.

Transit mode share data for each of the "Action" scenarios was developed by METRO using the various "Action" years' demographics, trip tables, and roadway systems, along with the appropriate "Action" year transit system. Following the estimation of transit mode shares, the HOV carpool model of the TTDP was utilized to estimate the level of usage of the HOV lane system by carpools and to convert the person trip tables to vehicle trip tables. Based upon the transit mode share estimates produced by METRO as well as auto occupancy estimates based upon the H-GAC 1984 Regional Travel Survey (subsequently revised based upon the 1990 NPTS), the HOV carpool demand on each of the "Action" years' HOV lane system was estimated. This model was also used to prepare the non-work vehicle trip tables for assignment.

Following the conversion of the person trip tables to vehicle trip tables, the vehicle trip tables were factored by trip purpose to represent the same four time periods (AM Peak, Mid-day, PM Peak, and Overnight) as in the Base Year analysis.. Following the separation of the 24-hour trip tables by purpose to time-of-day trip tables by purpose, the trip tables by purpose were summed to develop a single time-of-day trip table (e.g., AM Peak trip table). Each time-of-day trip table was then assigned to the appropriate "Action" scenario time-of-day network. Four time-of-day networks for each "Action" scenario were created to correspond to the four time-of-day trip tables for each "Action" scenario. These networks were created using the same time-of-day capacities that were used in the base year analysis.

The assigned time-of-day link volumes were then input to H-GAC's post-assignment speed model to develop link-level time-of-day speed estimates. The estimated speeds for the VMT represented on centroid connectors was estimated based on the area type of the zone which is connected to the roadway network by the centroid connector and the length of the centroid connector. The estimated speed for intrazonal VMT was developed from the average of the centroid connector speeds for the zone.

The estimated level of travel (VMT) and congestion (speed) by link serve as inputs to the emissions model.

"Baseline" Scenarios

The regional roadway networks used in the "Baseline" scenario analyses include all projects which were contained in the conforming 1995 Transportation Improvement Program (TIP) or which have completed the NEPA process of roadways and are assumed to be operational by the year of analysis. Therefore, the 1996 "Baseline" roadway network represents current roadways, plus roadways under construction, plus roadway projects contained in the 1995 TIP, plus roadways projects which have completed the NEPA process; all of which are expected to be completed by the end of FY 1996. The 1999, 2007 and 2010 "Baseline" roadway networks are defined in a similar manner. Table 6 presents the configuration of the "Baseline" roadway networks by general facility types.

## TABLE 6

## BASELINE ROADWAY NETWORKS

## FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| | Miles | Freeway/ Tollway | Principal Arterial | Other Arterial | Collector | HOV Lanes[A] |
|---|---|---|---|---|---|---|
| 1996 | Centerline | 562 | 905 | 2277 | 2345 | 67.7 |
| | Lane | 3310 | 3815 | 7341 | 4875 | 67.7 |
| 1999 | Centerline | 589 | 905 | 2255 | 2352 | 95.6 |
| | Lane | 3458 | 3810 | 7368 | 4921 | 95.6 |
| 2007 | Centerline | 614 | 914 | 2256 | 2353 | 123.1 |
| | Lane | 3703 | 3951 | 7415 | 4929 | 123.1 |
| 2010 | Centerline | 627 | 909 | 2256 | 2353 | 123.1 |
| | Lane | 3781 | 3921 | 7416 | 4929 | 123.1 |

[A] Excluding ramp structures

The process utilized to estimate travel and congestion relative to the "Baseline" scenarios was the same as that used for the "Action" scenarios with the exception of the highway networks, forecasted trip length frequency inputs and minimum HOV lane carpool eligibility assumptions.

The "Baseline" network was used in the distribution of trips for all "Baseline" scenarios. Forecasted 1996 and 1999 trip lengths were used in the distribution of forecasted trips for the 1996 and 1999 "Baseline" scenarios. Forecasted 1999 trip lengths were also used in the distribution of forecasted 2007 and 2010 person trips for the 2007 and 2010 "Baseline" scenarios. This was done to represent the effects of congestion on roadways users' willingness to travel.

The transit mode shares used for each of the "Baseline" analyses were developed by METRO based upon an analysis of 1996, 1999, 2007, and 2010 demand on a "Baseline" transit system. A "Baseline" system of HOV lanes and the "Baseline" mode share estimates were used in the estimation of "Baseline" HOV carpools and the conversion of person trip tables to vehicle trip tables. For the 2007 and 2010 "Baseline" scenarios, the minimum HOV lane carpool occupancy

eligibility was increased from 2 persons (the figure used for all "Action" and all other "Baseline" scenarios) to 3 persons. Given the level of congestion which would be experienced on a "Baseline" transportation system in the years 2007 and 2010, and hence, the expected level of demand on HOV facilities under such a scenario, it was assumed that the HOV lanes could not operate efficiently if the minimum HOV lane eligibility remained at the same level as in the 1996 and 1999 "Baseline" scenarios (2 person).

Finally, the estimates of time-of-day travel (VMT) and time-of-day congestion (speed) were developed from the assignment of the "Baseline" version of the appropriate years' time-of-day trip tables to the "Baseline" time-of-day highway networks. The process used to develop the time-of-day trip tables and networks was the same as that used in the creation of the various "Action" scenario analyses and the Base Year analysis.

Table 7 presents a summary of the results from the mode share and person to vehicle trip conversions for the 1990, the "Baseline" and "Action" scenarios. The data show that transit mode share and HOV lane carpool demand increases over time as transit and transitway facilities/services become operational.

## TABLE 7

## SUMMARY STATISTICS - INTERNAL TRIPS[A]

## FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| Scenario | Person Trips | Percent Transit[B] | HOV Lane Carpool Demand | HOV Lane Carpool Avg. Auto Occupancy[C] | Vehicle Trips |
|---|---|---|---|---|---|
| 1990 | 12,501,209 | 4.18% | 16,129 | 2.19 | 9,554,669 |
| 1996 Baseline | 13,310,301 | 4.20% | 35,483 | 2.17 | 10,139,416 |
| 1996 Action | 13,310,301 | 4.20% | 35,483 | 2.17 | 10,139,416 |
| 1999 Action | 13,882,644 | 4.21% | 40,222 | 2.17 | 10,797,494 |
| 2007 Action | 15,699,918 | 4.23% | 61,681 | 2.17 | 11,911,988 |
| 2010 Action | 16,597,607 | 4.28% | 72,261 | 2.17 | 12,577,388 |

[A] Excluding TRTX trips
[B] Includes both transit and school bus trips.
[C] Minimum HOV lane carpool occupancy requirement of 2+.

Travel Model Results

Tables 8 and 9 present the travel and congestion estimates for the 1990 Base as well as the 1996 Baseline scenario. Tables 10, 11, 12, 13, 14 and 15 present the travel and congestion estimates for the 1999, 2007, and 2010 "Action" and "Baseline" scenarios. (Travel and congestion for the 1996 "Action" scenario is identical to the 1996 "Baseline" scenario, therefore, no additional table is included to show the 1996 "Action" scenario.) As would be expected, the difference in the level of travel between the 1990 Base year and the 2010 "Action" year is large.

The level of travel (VMT) under the 1999 "Action" and "Baseline" scenarios is virtually the same. When comparing the travel model results of the "Baseline" and "Action" scenarios for 2007 and 2010, it is seen that the "Action" scenarios result in higher levels of travel (VMT) than the "Baseline" scenarios. This comparison also reveals that the "Baseline" scenarios are more congested than the "Action" scenarios, as reflected in the average daily speeds. The lower level of travel associated with the 2007 and 2010 "Baseline" scenarios relative to the "Action"

scenarios is consistent with the higher level of congestion as manifested in slower travel speeds and shorter average trip lengths.

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# TABLE 8
## VEHICLE MILES OF TRAVEL (VMT) AND 24 HOUR SPEEDS FROM A SUMMED TIME-OF-DAY ANALYSIS
## YEAR: 1990
## FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| County | Description | Freeway | Principal Arterial | Other Arterial | Major Collector | Other Collector | Local | Totals |
|---|---|---|---|---|---|---|---|---|
| Harris | VMT | 32,601,845 | 10,976,200 | 18,113,686 | 937,147 | 830,056 | 6,191,996 | 69,650,930 |
| | 24 hr. Speed | 47.48 | 34.54 | 31.90 | 39.65 | 22.51 | 21.00 | 36.18 |
| Brazoria | VMT | 1,175,300 | 920,411 | 1,136,514 | 625,975 | 127,272 | 544,136 | 4,529,607 |
| | 24 hr. Speed | 61.18 | 39.88 | 39.87 | 49.19 | 33.61 | 26.88 | 42.27 |
| Fort Bend | VMT | 1,454,337 | 840,880 | 1,155,691 | 491,141 | 224,034 | 541,742 | 4,707,826 |
| | 24 hr. Speed | 55.62 | 41.60 | 35.53 | 46.28 | 27.87 | 24.42 | 39.42 |
| Waller | VMT | 393,165 | 253,044 | 13,062 | 223,398 | 45,793 | 93,430 | 1,021,893 |
| | 24 hr. Speed | 63.61 | 51.94 | 45.26 | 50.62 | 36.52 | 33.09 | 51.59 |
| Montgomery | VMT | 2,436,772 | 139,774 | 661,915 | 1,188,831 | 162,103 | 655,492 | 5,244,886 |
| | 24 hr. Speed | 57.78 | 40.91 | 40.55 | 41.99 | 32.88 | 30.44 | 44.94 |
| Liberty | VMT | 265,009 | 287,690 | 538,275 | 397,051 | 56,839 | 232,771 | 1,777,635 |
| | 24 hr. Speed | 62.06 | 48.64 | 48.50 | 50.69 | 36.77 | 34.04 | 47.63 |
| Chambers | VMT | 1,324,333 | 65,643 | 89,002 | 178,596 | 19,429 | 101,886 | 1,778,889 |
| | 24 hr. Speed | 62.44 | 53.94 | 50.12 | 51.10 | 38.19 | 35.52 | 57.31 |
| Galveston | VMT | 1,173,599 | 817,598 | 1,177,273 | 34,834 | 89,761 | 418,169 | 3,711,234 |
| | 24 hr. Speed | 58.00 | 39.25 | 35.12 | 48.64 | 28.49 | 22.29 | 38.38 |
| Total | VMT | 40,824,360 | 14,301,240 | 22,885,418 | 4,076,973 | 1,555,287 | 8,779,622 | 92,422,900 |
| | 24 hr. Speed | 49.41 | 35.99 | 33.02 | 44.41 | 25.92 | 22.48 | 37.69 |

Note: VMT estimates include highway, HOV, and intra-zonal travel from H-GAC's "Final 1990 Base Year Ozone State Implementation Plan On-Road Mobile Source Emissions Inventory", May 1993. Speed estimates are daily averaged time-of-day speeds. Totals may not sum due to rounding errors.

Source: H-GAC, May 1993.

TABLE 9
VEHICLE MILES OF TRAVEL (VMT) AND 24 HOUR SPEEDS
FROM A SUMMED TIME-OF-DAY ANALYSIS
1996 TIP & MTP CONFORMITY: 1996 BASELINE & ACTION SCENARIO
FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| ROAD TYPE | | HARRIS | BRAZORIA | FORT BEND | WALLER | MONTGOMERY | LIBERTY | CHAMBERS | GALVESTON | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| FREEWAYS | VMT | 36,334,264 | 885,261 | 1,930,954 | 601,829 | 2,713,191 | 230,246 | 1,232,135 | 1,090,570 | 45,018,451 |
| | SPEED | 54.17 | 61.64 | 59.22 | 62.24 | 59.23 | 60.60 | 60.99 | 58.85 | 55.19 |
| PRINCIPAL ARTERIALS | VMT | 11,438,928 | 1,154,122 | 962,055 | 154,099 | 125,461 | 504,377 | 76,480 | 911,541 | 15,327,063 |
| | SPEED | 32.00 | 42.16 | 42.24 | 52.26 | 32.91 | 48.08 | 55.85 | 35.97 | 33.94 |
| OTHER ARTERIALS | VMT | 19,708,042 | 1,190,064 | 1,374,269 | 22,966 | 892,677 | 452,728 | 95,779 | 1,340,881 | 25,077,406 |
| | SPEED | 27.74 | 38.13 | 35.43 | 50.70 | 45.54 | 51.32 | 55.17 | 34.26 | 29.50 |
| MAJOR COLLECTORS | VMT | 832,073 | 848,992 | 580,353 | 290,382 | 1,461,710 | 454,737 | 206,860 | 46,804 | 4,721,910 |
| | SPEED | 45.64 | 53.21 | 54.92 | 54.69 | 50.21 | 57.01 | 54.81 | 56.61 | 51.46 |
| OTHER COLLECTORS | VMT | 790,306 | 155,074 | 267,269 | 46,594 | 237,546 | 56,141 | 20,748 | 92,516 | 1,666,194 |
| | SPEED | 27.02 | 37.23 | 35.07 | 47.45 | 44.27 | 47.55 | 50.50 | 31.81 | 32.11 |
| LOCALS | VMT | 6,582,771 | 555,674 | 627,296 | 109,614 | 730,520 | 246,233 | 111,795 | 434,563 | 9,398,466 |
| | SPEED | 21.00 | 26.54 | 24.40 | 33.15 | 30.30 | 34.03 | 35.60 | 22.24 | 22.52 |
| TOTALS | VMT | 75,686,384 | 4,789,187 | 5,742,196 | 1,225,484 | 6,161,106 | 1,944,462 | 1,743,798 | 3,916,875 | 101,209,490 |
| | SPEED | 36.05 | 42.01 | 41.59 | 54.06 | 48.20 | 49.22 | 56.93 | 36.85 | 37.79 |

Note: Totals may not sum due to rounding errors.
Source: H-GAC, September, 1995

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TABLE 10
VEHICLE MILES OF TRAVEL (VMT) AND 24 HOUR SPEEDS
FROM A SUMMED TIME-OF-DAY ANALYSIS
1996 TIP & MTP CONFORMITY: 1999 ACTION SCENARIO
FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| ROAD TYPE | | HARRIS | BRAZORIA | FORT BEND | WALLER | MONTGOMERY | LIBERTY | CHAMBERS | GALVESTON | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| FREEWAYS | VMT | 38,691,261 | 984,870 | 2,055,687 | 655,702 | 2,870,493 | 244,585 | 1,407,172 | 1,143,169 | 48,052,940 |
| | SPEED | 54.34 | 60.27 | 59.12 | 66.74 | 65.25 | 60.59 | 70.82 | 58.84 | 55.85 |
| PRINCIPAL ARTERIALS | VMT | 11,666,290 | 1,233,887 | 1,045,935 | 100,132 | 134,902 | 564,093 | 78,771 | 984,823 | 15,808,834 |
| | SPEED | 31.68 | 42.40 | 42.30 | 52.99 | 32.88 | 48.26 | 55.85 | 36.26 | 33.75 |
| OTHER ARTERIALS | VMT | 20,642,060 | 1,222,246 | 1,464,451 | 26,355 | 973,894 | 435,912 | 97,647 | 1,349,523 | 26,212,089 |
| | SPEED | 27.96 | 38.54 | 34.56 | 50.58 | 45.06 | 50.98 | 55.08 | 34.27 | 29.64 |
| MAJOR COLLECTORS | VMT | 891,443 | 822,808 | 621,115 | 277,380 | 1,560,029 | 467,396 | 222,526 | 46,215 | 4,908,913 |
| | SPEED | 45.69 | 53.06 | 54.57 | 54.88 | 50.04 | 57.00 | 54.82 | 56.61 | 51.29 |
| OTHER COLLECTORS | VMT | 848,252 | 152,115 | 277,513 | 44,495 | 236,500 | 60,835 | 22,660 | 99,375 | 1,741,747 |
| | SPEED | 27.43 | 38.00 | 34.69 | 47.43 | 44.45 | 47.08 | 50.47 | 31.97 | 32.23 |
| LOCALS | VMT | 6,844,379 | 577,050 | 685,574 | 110,742 | 783,210 | 255,464 | 120,480 | 456,526 | 9,833,426 |
| | SPEED | 21.02 | 26.56 | 24.40 | 33.03 | 30.27 | 34.01 | 35.60 | 22.32 | 22.55 |
| TOTALS | VMT | 79,583,687 | 4,992,976 | 6,150,276 | 1,214,807 | 6,559,028 | 2,028,286 | 1,949,256 | 4,079,631 | 106,557,947 |
| | SPEED | 36.26 | 42.17 | 41.18 | 56.29 | 49.66 | 49.14 | 62.99 | 36.97 | 38.07 |

Note: Totals may not sum due to rounding errors.
Source: H-GAC, September, 1995

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TABLE 11
VEHICLE MILES OF TRAVEL (VMT) AND 24 HOUR SPEEDS
FROM A SUMMED TIME-OF-DAY ANALYSIS
1996 TIP & MTP CONFORMITY: 1999 BASELINE SCENARIO
FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| ROAD TYPE | | HARRIS | BRAZORIA | FORT BEND | WALLER | MONTGOMERY | LIBERTY | CHAMBERS | GALVESTON | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| FREEWAYS | VMT | 38,841,776 | 963,497 | 2,068,228 | 655,839 | 2,860,881 | 245,163 | 1,405,187 | 1,164,881 | 48,205,452 |
| | SPEED | 54.33 | 61.66 | 59.17 | 62.66 | 59.39 | 60.59 | 60.99 | 58.84 | 55.34 |
| PRINCIPAL ARTERIALS | VMT | 11,549,403 | 1,209,862 | 1,033,401 | 100,185 | 135,612 | 528,216 | 82,278 | 943,523 | 15,582,480 |
| | SPEED | 31.70 | 42.19 | 41.98 | 53.01 | 32.98 | 47.91 | 55.82 | 36.00 | 33.70 |
| OTHER ARTERIALS | VMT | 20,651,638 | 1,228,941 | 1,484,940 | 24,587 | 966,383 | 476,834 | 98,221 | 1,386,025 | 26,317,569 |
| | SPEED | 27.86 | 38.58 | 34.82 | 50.50 | 45.19 | 51.36 | 55.02 | 34.28 | 29.60 |
| MAJOR COLLECTORS | VMT | 895,978 | 855,207 | 627,104 | 277,082 | 1,559,308 | 467,857 | 221,925 | 49,914 | 4,954,374 |
| | SPEED | 45.34 | 53.00 | 54.64 | 54.88 | 50.01 | 56.99 | 54.81 | 56.60 | 51.21 |
| OTHER COLLECTORS | VMT | 836,593 | 152,406 | 282,981 | 47,069 | 239,749 | 61,782 | 22,639 | 95,125 | 1,738,345 |
| | SPEED | 27.10 | 37.89 | 35.11 | 47.51 | 44.48 | 47.83 | 50.48 | 31.97 | 32.16 |
| LOCALS | VMT | 6,857,533 | 576,606 | 684,782 | 110,538 | 781,575 | 255,495 | 120,508 | 454,449 | 9,841,486 |
| | SPEED | 21.03 | 26.56 | 24.38 | 33.02 | 30.27 | 34.01 | 35.61 | 22.27 | 22.56 |
| TOTALS | VMT | 79,632,921 | 4,986,519 | 6,181,436 | 1,215,300 | 6,543,507 | 2,035,347 | 1,950,759 | 4,093,918 | 106,639,706 |
| | SPEED | 36.24 | 42.25 | 41.25 | 54.67 | 48.09 | 49.20 | 57.07 | 36.98 | 37.95 |

Note: Totals may not sum due to rounding errors.
Source: H-GAC, September, 1995

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TABLE 12
VEHICLE MILES OF TRAVEL (VMT) AND 24 HOUR SPEEDS
FROM A SUMMED TIME-OF-DAY ANALYSIS
1996 TIP & MTP CONFORMITY: 2007 ACTION SCENARIO
FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| ROAD TYPE | | HARRIS | BRAZORIA | FORT BEND | WALLER | MONTGOMERY | LIBERTY | CHAMBERS | GALVESTON | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| FREEWAYS | VMT | 46,355,722 | 1,584,902 | 2,499,594 | 797,439 | 3,521,230 | 285,806 | 1,481,467 | 1,479,464 | 58,005,624 |
| | SPEED | 53.93 | 58.78 | 59.21 | 67.06 | 63.25 | 60.65 | 70.57 | 58.26 | 55.38 |
| PRINCIPAL ARTERIALS | VMT | 13,279,986 | 1,227,678 | 1,535,831 | 113,335 | 461,654 | 707,724 | 65,412 | 1,090,699 | 18,482,318 |
| | SPEED | 31.62 | 42.57 | 41.83 | 52.90 | 42.71 | 47.58 | 48.65 | 35.83 | 33.90 |
| OTHER ARTERIALS | VMT | 23,073,717 | 1,351,050 | 1,844,074 | 30,804 | 1,212,674 | 530,929 | 110,524 | 1,606,413 | 29,760,185 |
| | SPEED | 27.51 | 38.92 | 33.83 | 50.54 | 45.04 | 49.39 | 50.02 | 35.09 | 29.34 |
| MAJOR COLLECTORS | VMT | 993,763 | 970,433 | 812,880 | 331,281 | 1,962,865 | 561,681 | 334,347 | 68,374 | 6,035,625 |
| | SPEED | 45.76 | 53.13 | 54.40 | 54.74 | 49.81 | 57.00 | 54.55 | 56.47 | 51.33 |
| OTHER COLLECTORS | VMT | 905,985 | 165,081 | 356,350 | 56,022 | 320,397 | 73,159 | 25,932 | 117,045 | 2,019,971 |
| | SPEED | 26.35 | 36.40 | 31.69 | 47.53 | 44.22 | 46.01 | 47.71 | 32.06 | 31.38 |
| LOCALS | VMT | 7,739,568 | 639,717 | 871,739 | 130,067 | 964,207 | 282,596 | 138,715 | 514,616 | 11,281,224 |
| | SPEED | 21.11 | 26.57 | 24.40 | 33.13 | 30.22 | 33.99 | 35.48 | 22.33 | 22.67 |
| TOTALS | VMT | 92,348,742 | 5,938,861 | 7,920,468 | 1,458,947 | 8,443,027 | 2,441,896 | 2,156,398 | 4,876,610 | 125,584,948 |
| | SPEED | 36.34 | 43.22 | 40.54 | 56.55 | 49.10 | 48.75 | 61.38 | 37.65 | 38.21 |

Note: Totals may not sum due to rounding errors.

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TABLE 13
VEHICLE MILES OF TRAVEL (VMT) AND 24 HOUR SPEEDS
FROM A SUMMED TIME-OF-DAY ANALYSIS
1996 TIP & MTP CONFORMITY: 2007 BASELINE SCENARIO
FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| ROAD TYPE | | HARRIS | BRAZORIA | FORT BEND | WALLER | MONTGOMERY | LIBERTY | CHAMBERS | GALVESTON | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| FREEWAYS | VMT | 42,958,944 | 1,037,109 | 2,546,961 | 788,503 | 3,425,868 | 284,099 | 1,467,237 | 1,263,124 | 53,771,845 |
| | SPEED | 52.81 | 59.58 | 58.27 | 67.24 | 64.01 | 60.59 | 70.55 | 58.89 | 54.50 |
| PRINCIPAL ARTERIALS | VMT | 13,368,466 | 1,365,885 | 1,161,885 | 113,406 | 165,245 | 653,287 | 47,671 | 1,125,478 | 18,001,324 |
| | SPEED | 31.19 | 41.79 | 39.37 | 52.87 | 32.44 | 48.08 | 47.74 | 36.34 | 33.11 |
| OTHER ARTERIALS | VMT | 23,428,511 | 1,346,270 | 1,869,806 | 31,778 | 1,231,801 | 434,806 | 101,601 | 1,530,371 | 29,974,944 |
| | SPEED | 27.40 | 37.94 | 33.61 | 50.99 | 44.95 | 49.32 | 50.32 | 34.17 | 29.11 |
| MAJOR COLLECTORS | VMT | 1,013,302 | 960,034 | 741,409 | 361,270 | 1,894,761 | 576,640 | 322,818 | 53,263 | 5,923,497 |
| | SPEED | 44.86 | 53.08 | 54.29 | 54.76 | 49.29 | 56.99 | 54.62 | 56.57 | 50.92 |
| OTHER COLLECTORS | VMT | 960,165 | 155,512 | 363,171 | 56,874 | 312,969 | 68,095 | 24,906 | 117,154 | 2,058,846 |
| | SPEED | 26.55 | 35.48 | 31.79 | 47.69 | 44.06 | 45.45 | 47.86 | 32.15 | 31.23 |
| LOCALS | VMT | 7,742,795 | 640,703 | 868,057 | 130,189 | 958,835 | 279,063 | 139,954 | 517,472 | 11,277,068 |
| | SPEED | 21.11 | 26.56 | 24.37 | 33.17 | 30.22 | 33.94 | 35.61 | 22.39 | 22.67 |
| TOTALS | VMT | 89,472,183 | 5,505,514 | 7,551,291 | 1,482,020 | 7,989,478 | 2,295,990 | 2,104,186 | 4,606,862 | 121,007,524 |
| | SPEED | 35.47 | 41.66 | 39.84 | 56.55 | 48.93 | 48.92 | 61.57 | 36.88 | 37.35 |

Note: Totals may not sum due to rounding errors.

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TABLE 14
VEHICLE MILES OF TRAVEL (VMT) AND 24 HOUR SPEEDS
FROM A SUMMED TIME-OF-DAY ANALYSIS
1996 TIP & MTP CONFORMITY: 2010 ACTION SCENARIO
FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| ROAD TYPE | | HARRIS | BRAZORIA | FORT BEND | WALLER | MONTGOMERY | LIBERTY | CHAMBERS | GALVESTON | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| FREEWAYS | VMT | 49,797,796 | 1,865,928 | 2,719,304 | 888,085 | 3,818,349 | 313,437 | 1,659,446 | 1,694,520 | 62,756,865 |
| | SPEED | 52.74 | 58.56 | 58.62 | 65.28 | 62.42 | 60.61 | 70.57 | 58.24 | 54.33 |
| PRINCIPAL ARTERIALS | VMT | 13,958,181 | 1,304,093 | 1,719,648 | 120,020 | 534,696 | 704,918 | 85,278 | 1,200,035 | 19,626,868 |
| | SPEED | 31.21 | 42.70 | 42.33 | 53.05 | 42.99 | 48.48 | 48.89 | 35.61 | 33.66 |
| OTHER ARTERIALS | VMT | 25,030,479 | 1,419,944 | 2,085,197 | 28,996 | 1,408,450 | 494,268 | 108,378 | 1,593,164 | 32,168,876 |
| | SPEED | 27.41 | 39.05 | 33.52 | 50.33 | 45.08 | 49.94 | 50.97 | 34.41 | 29.19 |
| MAJOR COLLECTORS | VMT | 977,451 | 1,084,192 | 842,770 | 386,694 | 2,289,907 | 588,023 | 358,539 | 83,247 | 6,610,823 |
| | SPEED | 45.95 | 53.08 | 55.06 | 54.58 | 50.12 | 57.12 | 54.46 | 54.23 | 51.57 |
| OTHER COLLECTORS | VMT | 920,568 | 193,672 | 399,312 | 67,303 | 383,461 | 54,445 | 30,011 | 98,799 | 2,147,571 |
| | SPEED | 26.21 | 37.09 | 31.45 | 47.66 | 43.95 | 47.55 | 48.09 | 31.30 | 31.53 |
| LOCALS | VMT | 8,309,942 | 685,447 | 983,713 | 160,698 | 1,156,889 | 279,509 | 151,111 | 556,391 | 12,283,701 |
| | SPEED | 21.15 | 26.76 | 24.40 | 33.74 | 30.85 | 34.29 | 35.33 | 22.37 | 22.81 |
| TOTALS | VMT | 98,994,419 | 6,553,277 | 8,749,944 | 1,651,795 | 9,591,751 | 2,434,600 | 2,392,762 | 5,226,156 | 135,594,704 |
| | SPEED | 35.95 | 43.68 | 40.22 | 55.61 | 48.75 | 49.49 | 61.56 | 37.69 | 37.93 |

Note: Totals may not sum due to rounding errors.

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TABLE 15
VEHICLE MILES OF TRAVEL (VMT) AND 24 HOUR SPEEDS
FROM A SUMMED TIME-OF-DAY ANALYSIS
1996 TIP & MTP CONFORMITY: 2010 BASELINE SCENARIO
FOR THE 8 COUNTY TRANSPORTATION PLANNING REGION

| ROAD TYPE | | HARRIS | BRAZORIA | FORT BEND | WALLER | MONTGOMERY | LIBERTY | CHAMBERS | GALVESTON | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|
| FREEWAYS | VMT | 46,196,482 | 1,134,966 | 2,789,423 | 859,111 | 3,654,330 | 291,398 | 1,605,229 | 1,178,642 | 57,709,580 |
| | SPEED | 52.33 | 60.93 | 58.70 | 62.46 | 59.51 | 60.59 | 60.74 | 58.90 | 53.67 |
| PRINCIPAL ARTERIALS | VMT | 13,813,015 | 1,443,875 | 1,339,186 | 121,328 | 179,862 | 587,754 | 49,629 | 1,210,727 | 18,745,375 |
| | SPEED | 30.84 | 41.83 | 39.36 | 53.00 | 32.41 | 48.01 | 47.54 | 36.18 | 32.83 |
| OTHER ARTERIALS | VMT | 24,313,866 | 1,406,044 | 2,036,280 | 30,018 | 1,391,295 | 449,570 | 100,735 | 1,685,379 | 31,413,187 |
| | SPEED | 27.16 | 37.81 | 33.72 | 50.60 | 44.83 | 49.91 | 50.96 | 34.72 | 28.98 |
| MAJOR COLLECTORS | VMT | 1,011,933 | 1,038,245 | 800,233 | 403,817 | 2,180,363 | 579,676 | 349,654 | 61,426 | 6,425,346 |
| | SPEED | 44.46 | 53.14 | 54.41 | 54.77 | 49.08 | 57.16 | 54.47 | 56.53 | 50.81 |
| OTHER COLLECTORS | VMT | 1,024,301 | 160,769 | 397,747 | 70,247 | 378,691 | 52,988 | 28,769 | 118,011 | 2,231,523 |
| | SPEED | 26.64 | 36.04 | 31.37 | 47.91 | 43.56 | 46.66 | 48.18 | 32.14 | 31.36 |
| LOCALS | VMT | 8,310,768 | 690,099 | 1,000,264 | 159,813 | 1,147,899 | 277,940 | 153,821 | 560,956 | 12,301,560 |
| | SPEED | 21.18 | 26.79 | 24.47 | 33.77 | 30.84 | 34.29 | 35.54 | 22.43 | 22.85 |
| TOTALS | VMT | 94,670,365 | 5,873,998 | 8,363,133 | 1,644,333 | 8,932,441 | 2,239,326 | 2,287,836 | 4,815,140 | 128,826,572 |
| | SPEED | 35.33 | 41.93 | 39.79 | 54.43 | 47.43 | 49.28 | 56.08 | 36.54 | 37.16 |

Note: Totals may not sum due to rounding errors.
Source: H-GAC, September, 1995

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Emissions Modelling Procedures

Time-of-day mobile emissions estimates for the **ACCESS 2010***: 1994 UPDATE* conformity analysis are developed from link-based estimates of VMT and speeds in conjunction with MOBILE5a emission factors. For example, an emissions factor, representing the rate at which either VOC or NOx are emitted while a vehicle is traveling at a given speed, is multiplied by the amount of travel (VMT) at that speed. This process is repeated for each link of the highway network for each of the four time periods for each scenario. The resulting time-of-day emissions of VOCs and NOx are summed to a 24-hour total (see Tables 16 and 17).

Where available, local data is input into MOBILE5a to more accurately reflect emissions levels. The local input data consists of: vehicle registration data projected for the year 1996; VMT mixes for each of the four time periods, also projected to 1996; local operating modes derived from the 1984 Regional Travel Survey; fuel volatility controls (RVP=7.8 psi); reformulated gas controls; and local temperatures for each of the four time periods. In addition, the vehicle inspection and maintenance (I/M) program established by the Texas Natural Resource Conservation Commission (TNRCC) is modeled for the years 1996, 1999, 2007, and 2010. National default values are used for mileage accumulation.

The development of time-of-day local VMT mix and temperature data is documented in Final 1990 Base Year Ozone State Implementation Plan On-Road Mobile Source Emissions Inventory, May 1993. Information on the projected 1996 data mentioned above can be found in 1999 Control Strategy Projected On-Road Mobile Source Emissions Inventory, May 1994.

**Bus Emissions**

Emissions attributable to transit buses are estimated by time-of-day and for freeway and non-freeway road types for Harris County only. Buses are assumed to operate at the average operational speeds specific to the time and facility. Bus (HDDV) emissions are estimated by multiplying VMT by the appropriate emission factor. The resulting emissions are added to the Harris County HDDV emissions totals and, hence, the regional highway emissions totals.

Estimates of bus VMT were provided for each year for each scenario by METRO. Estimates of bus VMT are produced as part of the analysis of each of the "Baseline" and "Action" scenarios for each analysis year.

**Nonrecurring Congestion**

Non-recurring congestion consists of any non-routine congestion resulting from accidents or other random incidents. Although the travel demand modeling and speed estimation processes used by H-GAC do account for delay associated with recurring congestion, they do not allow for the estimation of delay caused by non-recurring congestion. Therefore, H-GAC, using a delay-based procedure, estimated the emissions which would result from the delay caused by non-recurring congestion.

This procedure was applied only to travel occurring on freeways within Harris County as it was felt that these facilities would be the most affected by non-recurring congestion. Based on research presented in "Urban Freeway Congestion: Quantification of the Problem and Effectiveness of Potential Solutions" by Jeffrey A. Lindley, ITE Journal, January 1987, the following was established:

$$\text{Total Freeway Delay} = \frac{1}{3}\,(\textit{recurring delay}) + \frac{2}{3}\,(\textit{nonrecurring delay}), \text{ therefore}$$

$$\text{Typical Freeway: } = \quad \textit{Nonrecurring delay} = 2\,(\textit{recurring delay})$$

The total freeway delay (measured in vehicle hours of travel (VHT)) as estimated by the travel demand models is separated into VHT occurring at congested speeds (the recurring delay) and the VHT occurring during uncongested conditions. The delay associated with non-recurring congestion is estimated based upon recurring delay and added to the recurring and uncongested delay to establish a new estimated of freeway delay. By dividing the new estimate of freeway VHT to the estimate of travel on freeways (VMT), the average travel speed on freeways is re-estimated to include the effects of non-recurring congestion. The percent increase in emissions is developed by estimating the emissions due to freeway travel at the speed which does not

account for non-recurring congestion and the emissions due to freeway travel at the speed which does consider non-recurring congestion.

H-GAC performed this calculation by time of day for freeway travel in Harris County and summed the differences to establish a percent daily change in emissions. An example calculation using data from the AM Peak Period is provided below.

$$VHT_F = VHT_U + VHT_C + VHT_N$$

where,

$VHT_F$ = vehicle hours of travel on freeways

$VHT_U$ = vehicle hours of travel occurring under uncongested conditions.

$VHT_C$ = vehicle hours of travel occurring under recurring congestion.

$VHT_N$ = vehicle hours of travel occurring under non-recurring congestion.

$$VHT_F = 95{,}700 + 28{,}900 + 0$$

$$VHT_F = 124{,}600$$

With an estimated VMT of 5,979,000, the 124,600 VHT equates to approximately 48 mph. Incorporating non-recurring delay is as follows:

$$VHT_F = 95{,}700 + 28{,}900 + 57{,}800$$

$$VHT_F = 182{,}300$$

Using the same estimate of travel and the new estimate of delay of 182,300 the estimated speed including non-recurring delay is 33 mph. The increase in emissions is simply estimated by applying the appropriate emission factors for each speed to the estimated freeway VMT. The above calculation was repeated for each of the four time periods for which Harris County freeway VMT was estimated, with the estimated emissions summed for each scenario (not including and

including non-recurring delay). The difference was calculated for a day and applied to the emissions total as a percent change.

Using this procedure H-GAC has estimated that the daily VOC emissions total should be adjusted upward by 8.31% percent to account for delay attributable to non-recurring congestion. These adjustments were performed on the pre-HOV and pre-bus daily emissions totals.

**ETR Program Evaluation Procedures**

In order to estimate the emissions reduction from the Employee Trip Reduction (ETR) program, estimates of the number of employees subject to the ETR requirement are developed based upon data from 1990 Revised Dun and Bradstreet Employer Data, H-GAC 1991. New employment growth factors for the years 1996, 1999, 2007, and 2010 from Interim Long Range Plan Forecasts, ACCESS 2010: Revised, H-GAC, August 1993, are used for this analysis. It is assumed that 70% of the employees subject to the program would commute between the hours of 6 a.m. and 10 a.m. A rate of 50% achievement of the target is assumed for the 1996 and 1999 analyses. A rate of 80% achievement of the target (as recommended by the U.S. EPA) is assumed for the 2007 and 2010 analyses. Reduction in commute trips by county is derived from employment and average vehicle occupancy (AVO) data. Using these trip reduction estimates, approximations of VMT reduction are developed. Emissions reductions resulting from the ETR program are obtained by applying MOBILE5a emission factors to the estimate of VMT reductions.

A significant contribution to the effectiveness of the ETR program is made through the CMAQ-funded ETR Special Projects Fund (Project # 950207). This project is designed to assist employers in meeting ETR targets through the implementation of Transportation Management Organizations (TMOs). For this reason, the emissions reductions attributable to the implementation of the 1992 ETR SIP are accounted for in both ETR program and CMAQ projects emissions reductions shown in Tables 16 and 17. The reductions from the ETR program are subtracted from both the "Action" and "Baseline" scenarios as the ETR is a mandated program. The reductions from the CMAQ-funded ETR Special Projects Fund are also subtracted

from both the "Action" and "Baseline" scenarios, but with assumed levels of effectiveness differing between the "Action" and "Baseline" scenario.

**CMAQ Projects Evaluation Procedures**

Congestion Mitigation/Air Quality (CMAQ) projects are those eligible for federal CMAQ funds. CMAQ projects in this analysis included such projects as Arterial Traffic Management Systems (ATMS), Computerized Traffic Management Systems (CTMS), and intersection improvements. Procedures for estimating the emissions reductions relating to CMAQ projects as well as the actual CMAQ projects used in the plan's emissions reduction analysis are discussed in detail in the appendices.

CMAQ projects that were assumed to be operational by the end of FY 1996, and have come from a previously conforming TIP were considered to represent a "Baseline" system of CMAQ projects. These projects were analyzed with 1996, 1999, 2007, and 2010 emissions factors to determine what level of emissions benefits (reduction) would occur in these respective calendar years. These emission estimates were then subtracted from the "Baseline" scenario for each analysis year.

In addition to the "Baseline" projects described above, CMAQ projects that were assumed to be operational by the end of FY 1996, but have not yet been included in a previously conforming TIP were included in the 1996 "Action" scenario . Additional CMAQ projects assumed to be operational by the end of FY 1999 were included in the 1999 "Action" scenario. The same strategy was used to analyze CMAQ projects in 2007 and 2010. Appropriate calendar year emissions factors were used for each analysis year. A listing of all CMAQ projects is contained in the "Project Listing" section in this document.

**Bus Conversions to Natural Gas Evaluation Procedures**

All transit and school bus fleets of 15 or more vehicles within the nonattainment area are mandated by both State and Federal statutes to convert to an alternative fuel. Natural gas, in

either gaseous or liquid form, is the alternative fuel of choice for several large bus fleets, including METRO, Brazos Transit, and Galveston Island Transit. Emissions benefits for natural gas powered bus conversions were based upon estimated natural gas heavy-duty emissions factors, required bus conversion schedules and estimated annual average bus miles travelled .

**Alternative Fuel Programs**

The alternative fuel programs incorporate both the Texas Alternative Fuels Fleet Program (TAFF) and the Houston-Galveston Alternative Fueled Vehicle (AFV) Program. The TAFF mandates that a certain percentage of vehicles in private and public fleets of 15 or more (a vehicle is defined as all light-duty vehicle and trucks less than 8,500 lb. gross vehicle weight) use an alternative fuel (e.g., gaseous and liquefied natural gas, methanol or methanol/gasoline blends, ethanol or ethanol/gasoline blends, reformulated gas, and electricity); all conversions must meet the low emission vehicle (LEV) standard. The AFV Program will support the efforts of local and state governments in complying with the TAFF by providing funding to local governments for conversions.

The emission benefits for all alternative fuel programs were based on comparing the total evaporative and tail pipe emissions from the affected fleet vehicles to the emissions which the same number of conventional vehicles would be produced in the absence of the fleet program. Emission estimates were generated for the two cases in order to evaluate the potential VOC and NOx emission reduction benefits from the TAFF program. First, the baseline emission standards were estimated assuming that covered fleet vehicles met applicable federal standard (Tier 1). Second, emissions were estimated assuming that covered fleet vehicles met LEV emissions standards. The difference between the two emission estimates represented the emissions reductions benefit of the TAFF and AFV Fueled Program relative to the federal program.

In terms of Alternative Fuel Programs emission reductions shown in Tables 16 and 17, the AFV program has the effect of accelerating the emissions benefits of the TAFF. As TAFF requirements do not take effect until 1998, the AFV program is responsible for the 1996 "Action" scenario Alternative Fuel Programs emission reductions shown in Tables 16 and 17. For all other

"Action" scenarios, the emission reductions shown in Tables 16 and 17 are a result of the TAFF program.

## CONFORMITY FINDING OF ACCESS 2010: *1994 UPDATE*

Mobile source emissions estimated for **ACCESS 2010***: 1994 UPDATE* are consistent with the most recent projections of population, employment, travel and congestion available. **ACCESS 2010: *1994 UPDATE*** demonstrates attainment of TCM targets established in the SIP and provides for expeditious implementation of additional measures designed to reduce congestion and vehicular travel demand.

H-GAC believes that it is appropriate to take emissions credit for the ETR program, as it has been mandated by the 1990 Clean Air Act Amendments and has been adopted in the 1993 SIP. It is also appropriate to account for emissions reductions due to the implementation of CMAQ projects, Bus Conversions to Natural Gas and the Alternative Fuel Programs.

VOC and NOx emissions estimates from all the "Action" scenarios, shown in Tables 16 and 17, are lower than those estimated for the 1990 Base Year. Additionally, VOC emissions are lower than the VOC budget established by the 1993 15% SIP. Finally, emissions from "Action" (Build) scenarios are consistently lower than "Baseline" (No-Build) scenarios for all analysis years. The Metropolitan Transportation Plan (MTP) and the 1996 Transportation Improvement Program (TIP), therefore, pass all three conformity tests required under EPA's Final Conformity Rule. The transportation improvements in the MTP and 1996 TIP are in conformity with both the SIP and the Clean Air Act, as amended.

# TABLE 16

## CONFORMITY FINDING OF THE 1996 TIP & MTP

## VOLATILE ORGANIC COMPOUNDS EMISSIONS ANALYSIS

**(tons per day)**

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| CATEGORY | VOLATILE ORGANIC COMPOUNDS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1990 Base | 1996 Action | 1996 Baseline | 1999 Action | 1999 Baseline | 2007 Action | 2007 Baseline | 2010 Action | 2010 Baseline |
| Highway Emissions | 235.6 | 125.5 | 129.9 | 95.6 | 104.0 | 73.9 | 81.2 | 76.4 | 83.1 |
| HPMS Adjustment (up 6.8%) | 251.7 | 134.0 | 138.7 | 102.1 | 111.1 | 78.9 | 86.7 | 81.6 | 88.8 |
| Emissions reductions from Non-Added-Capacity (N-A-C) projects: | | | | | | | | | |
| ETR program | N/A | (1.0) | (1.0) | (0.6) | (0.6) | (0.9) | (0.9) | (0.9) | (0.9) |
| CMAQ projects | N/A | (1.2) | (0.7) | (1.4) | (0.6) | (1.1) | (0.4) | (1.2) | (0.4) |
| Alternative Fuel Programs | N/A | (0.1) | (0.1) | (0.1) | N/A | (1.2) | N/A | (1.3) | N/A |
| Bus Conversions to Natural Gas | N/A | (0.1) | (0.1) | (0.2) | N/A | (0.3) | N/A | (.3) | N/A |
| **Total emissions after N-A-C adjustments** | 251.7 | 131.6 | 136.9 | 99.8 | 109.9 | 75.3 | 85.4 | 78.0 | 87.5 |
| **1996 SIP Budget:** | | 133.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| **1999 SIP Budget:** | | N/A | N/A | | N/A | | N/A | | N/A |

Source for 1990 estimates: H-GAC, "Final 1990 Base Year Ozone State Implementation Plan On-Road Mobile Source Emissions Inventory", May 1993.

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# TABLE 17
# CONFORMITY FINDING OF THE 1996 TIP & MTP
# NITROGEN OXIDE EMISSIONS ANALYSIS
## (tons per day)

| CATEGORY | NITROGEN OXIDE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1990 Base | 1996 Action | 1996 Baseline | 1999 Action | 1999 Baseline | 2007 Action | 2007 Baseline | 2010 Action | 2010 Baseline |
| Highway Emissions | 315.5 | 269.2 | 272.7 | 235.2 | 241.9 | 218.1 | 219.9 | 227.7 | 226.4 |
| HPMS Adjustment (up 6.8%) | 337.0 | 287.5 | 291.3 | 251.2 | 258.3 | 232.9 | 234.8 | 243.2 | 241.8 |
| Emissions reductions from Non-Added-Capacity (N-A-C) projects: | | | | | | | | | |
| ETR program | N/A | (1.3) | (1.3) | (1.2) | (1.2) | (2.1) | (2.1) | (2.1) | (2.1) |
| CMAQ projects | N/A | (1.5) | (0.5) | (1.4) | (0.4) | (1.5) | (0.4) | (1.7) | (0.4) |
| Alternative Fuel Programs | N/A | (0.1) | (0.1) | (0.1) | N/A | (0.6) | N/A | (0.7) | N/A |
| Bus Conversions to Natural Gas | N/A | (0.3) | (0.3) | (0.7) | N/A | (0.9) | N/A | (0.8) | N/A |
| **Total emissions after N-A-C adjustments** | 337.0 | 284.4 | 289.2 | 247.8 | 256.7 | 227.9 | 232.4 | 237.7 | 239.3 |

Source for 1990 estimates: H-GAC, "Final 1990 Base Year Ozone State Implementation Plan On-Road Mobile Source Emissions Inventory", May 1993.

# APPENDIX C

# CMAQ PROJECTS

## CONGESTION MITIGATION/AIR QUALITY (CMAQ) PROJECTS FOR THE CONFORMITY

### 1996 ACTION

| H-GAC PROJECT # | DESCRIPTION | STREET NAME |
|---|---|---|
| 950205 | Ozone Alert-Transit Subsidy | |
| 950207 | ETR Special Projects Fund | |

PLUS ALL PROJECTS IN THE 1996 BASELINE SCENARIO

### 1996 BASELINE

| H-GAC PROJECT # | DESCRIPTION | STREET NAME |
|---|---|---|
| 940018 | Signalization | Dairy Ashford |
| 940019 | Signalization | Williams Trace |
| 940023 | Signalization | Williams Trace |
| 940035 | Grade Separation Interchange | Woodlands Pkwy |
| 940055 | Control Operating Facility - Gal County Transit Services | |
| 940080 | Vanpool Quick Start - 8 Counties (Assist w/ ETR) | |
| 940143-145 | Vanpool Demonstration | |
| 940238 | Signal Upgrade (fixed to actuated) | BW 8 |
| 940239 | Signal Upgrade (fixed to actuated) | BW 8 |
| 940240 | Signal Upgrade (fixed to actuated) | BW 8 |
| 940241 | Signal Upgrade (fixed to actuated) | US 90 |
| 940242 | Signal Upgrade (fixed to actuated) | SH 288 |
| 940243 | Signal Upgrade (fixed to actuated) | SH 288 |
| 940246 | Signal Upgrade (fixed to actuated) | IH 45 S |
| 940247 | Signal Upgrade (fixed to actuated) | FM 1764 |
| 940249 | Signal Upgrade (fixed to actuated) | IH 10 |
| 940250 | Signal Upgrade (fixed to actuated) | SH 75 |
| 940252 | Transportation Management Syste | SH 225 |
| 940253 | Signal Upgrade (fixed to actuated) | IH 45 |
| 940264 | TMS | US 59 S |
| 940286 | ATMS | US 90A |
| 940287 | ATMS | SH 6 |
| 930506 | ATMS | SH 35 |
| 930519 | ATMS | SH 3 |
| 930520 | ATMS | SH 6 |
| 930521 | CTMS | IH 10 |
| 930525 | AIS | IH 45 |
| 930526 | CONST PARK AND RIDE LOT | MONROE (HOBBY) P&R |
| 930527 | CTMS | IH 45 |
| 930529 | AIS | IH 45 |
| 930531 | CTMS | US 59 |
| 930536 | ATMS | SH 249 |
| 930538 | ATMS | SH 332 |
| 930539 | ATMS | FM 518 |
| 930546 | ATMS | FM 2004 |
| 930547 | ATMS | FM 2094 |
| 930557 | ATMS | SH 6 |
| 930558 | ATMS | SH 6 |
| 930559 | ATMS | SH 6 |
| 930561 | ATMS | SH 35 |
| 930562 | ATMS | SH 35 |
| 930563 | ATMS | SH 35 |
| 930564 | ATMS | BS 35C |
| 930565 | ATMS | SH 35 |
| 930566 | ATMS | SH 36 |
| 930567 | CTMS | IH 45 |
| 930568 | CONST PARK AND RIDE LOT | AT FUQUA WEST PARK AND RIDE LOT |
| 930569 | CTMS | IH 45 |
| 930570 | ATMS | SH 75 |
| 930571 | ATMS | SH 75 |
| 930572 | ATMS | US 90A |
| 930573 | ATMS | SH 105 |
| 930574 | ATMS | SH 105 |
| 930575 | ATMS | BS 288B |
| 930576 | ATMS | BS 288B |
| 930577 | ATMS | LOOP 336 |
| 930578 | CTMS | IH 610 |
| 930579 | CTMS | IH 610 |
| 930580 | CTMS | IH 610 |

## CONGESTION MITIGATION/AIR QUALITY (CMAQ) PROJECTS FOR THE CONFORMITY

| 1996 ACTION | | 1996 BASELINE | | |
|---|---|---|---|---|
| H-GAC PROJECT # | DESCRIPTION | H-GAC PROJECT # | DESCRIPTION | STREET NAME |
| | | 930581 | ATMS | FM 1640 |
| | | 930582 | ATMS | FM 1960 |
| | | 930583 | ATMS | FM 1969 |
| | | 930584 | ATMS | BF 1960A |
| | | 930585 | ATMS | FM 3155 |
| | | 930589 | ATMS | SH 3 |
| | | 930591 | ATMS | SH 146 |
| | | 930592 | ATMS | LP 197 |
| | | 930593 | CTMS | SH 225 |
| | | 930596 | ATMS | FM 528 |
| | | 930597 | ATMS | FM 528 |
| | | 930598 | ATMS | FM 528 |
| | | 930599 | CTMS | IH 610 |
| | | 930600 | CTMS | IH 610 |
| | | 930601 | CTMS | IH 610 |
| | | 930602 | CTMS | IH 610 |
| | | 930603 | ATMS | FM 1764 |
| | | 930604 | ATMS | FM 1765 |
| | | 930605 | ATMS | FM 1765 |
| | | 930607 | ATMS | FM 2351 |
| | | 930608 | ATMS | FM 2351 |
| | | ????? | AVI SYSTEMS | US 59S, IH 610, HARDY TOLL ROAD & BW 8 |
| | | ????? | RAIL TROLLEY EXTN | |
| | | ????? | SIGNALIZATION | LOOP 336 |
| | | ????? | PARK & RIDE LOT EXPANSION | WOODLANDS |

NOTE: ANALYZED WITH 1996 EMISSION FACTORS.

## CONGESTION MITIGATION/AIR QUALIT AQ) PROJECTS FOR THE CONFORMITY

### 1999 ACTION

| H-GAC PROJECT # | DESCRIPTION | STREET NAME |
|---|---|---|
| 950042 | N Houston On-Street Bikeway Networ | Const N Houston on-street bike network |
| 950043 | SE Houston On-Street Bikeway Netwo | Const SE Houston on-street bike network (inside LP 610) |
| 950044 | W Houston On-Street Bikeway Networ | Const W Houston on-street bike network |
| 950045 | Buffalo Bayou Trail | Const bike trl on Buffalo Bayou parallel to Memorial Dr & Allen Pk |
| 950049 | Herman Brown Park Trail | Const hike/bike trl through Herman Brown Park |
| 950050 | Hou Hrtge Cor Proj: Ph IA-Bayou Bk | Const Phase IA Port to Port Houston Heritage Project |
| 950054 | Intermodal Access Imprvmnt (Phase I) | |
| 950163 | CTMS | IH 45 |
| 950164 | CTMS | US 59 |
| 950167 | CTMS | BW 8 |
| 950169 | CTMS | US 59 |
| 950170 | CTMS | IH 45 |
| 950171 | CTMS | US 59 |
| 950175 | CTMS | IH 45 |
| 950177 | CTMS | IH 10 |
| 950178 | CTMS | US 59 |
| 950179 | CTMS | SH 249 |
| 950180 | CTMS | IH 45 |
| 950197 | Add Left Turn Lane | IH 10 Frontage Rd |
| 950199 | Accident Investigation Sites | I-45 |
| 950200 | Accident Investigation Sites | I-10 |
| 950201 | Accident Investigation Sites | US 59 |
| 950207 | ETR Special Projects Fund | |
| 950220 | Intermodal Access Imprvmnt (Phase II) | |
| 940265 | TMS | IH 10 E |
| 940266 | TMS | IH 10 E |
| 940279 | ATMS | FM 1960 |
| 930523 | CTMS | IH 10 |

PLUS ALL PROJECTS IN 1996 ACTION SCENARIO

### 1999 BASELINE

| H-GAC PROJECT # | DESCRIPTION | STREET NAME |
|---|---|---|
| 940021 | Signalization | Dulles Ave |
| 940024 | Signalization | Burney Rd |
| 940025 | Signalization | W Airport |
| 940027 | Signalization | Dairy Ashford |
| 940244 | Signal Upgrade (fixed to actuated) | US 59 S |
| 940245 | Signal Upgrade (fixed to actuated) | SH 146 |
| 940248 | Signal Upgrade (fixed to actuated) | IH 10 |
| 940251 | Signal Upgrade (fixed to actuated) | US 59 |
| 940254 | ATMS | FM 529 |
| 940255 | ATMS | FM 518 |
| 940265 | TMS | IH 10 E |
| 940266 | TMS | IH 10 E |
| 940268 | TMS | SH 288 |
| 940269 | TMS | SH 288 |
| 940270 | ATMS | SH 288 |
| 940271 | ATMS | SH 35 |
| 940272 | ATMS | SH 36 |
| 940273 | ATMS | SH 36 |
| 940274 | ATMS | SH 146 |
| 940275 | ATMS | SH 146 |
| 940276 | ATMS | BS 146 D |
| 940277 | ATMS | FM 525 |
| 940278 | ATMS | FM 1942 |
| 940279 | ATMS | FM 1960 |
| 940283 | ATMS | US 90 |
| 940284 | ATMS | US 90 |
| 940285 | ATMS | FM 1876 |
| 940141-142 | Pedestrian/Transit Corridor - Woodlands Town Center | |
| 930523 | CTMS | IH 10 |
| 930590 | ATMS | US 90A |
| 930594 | ATMS | SH 249 |
| 930595 | ATMS | FM 518 |
| 930606 | ATMS | FM 2234 |
| 930609 | ATMS | FM 2920 |
| 930610 | ATMS | FM 3345 |

PLUS ALL PROJECTS AS IN 1996 BASELINE SCENARIO

NOTE: ANALYZED WITH 1999 EMISSION FACTORS.

## CONGESTION MITIGATION/AIR QUALITY (CMAQ) PROJECTS FOR THE CONFORMITY

| 2007 ACTION | | | 2007 BASELINE | | |
|---|---|---|---|---|---|
| H-GAC PROJECT # | DESCRIPTION | STREET NAME | H-GAC PROJECT # | DESCRIPTION | STREET NAME |
| 940267 | Transportation Management System | SP 330 | 940267 | Transportation Munagement Syste | SP 330 |
| 950165 | CTMS | IH 45 | | | |
| 950176 | CTMS | US 59 | | | |
| PLUS ALL PROJECTS AS IN 1999 ACTION SCENARIO | | | PLUS ALL PROJECTS AS IN 1999 BASELINE SCENARIO | | |

NOTE: ANALYZED WITH 2007 EMISSION FACTORS.

## CONGESTION MITIGATION/AIR QUALITY (CMAQ) PROJECTS FOR THE CONFORMITY

| 2010 ACTION | | | 2010 BASELINE | | |
|---|---|---|---|---|---|
| H-GAC PROJECT # | DESCRIPTION | STREET NAME | H-GAC PROJECT # | DESCRIPTION | STREET NAME |
| ALL PROJECTS AS IN 1996,1999, AND 2007 ACTION SCENARIOS | | | ALL PROJECTS AS IN 1996 BASELINE SCENARIO | | |

NOTE: ANALYZED WITH 2010 EMISSION FACTORS.

# APPENDIX D

# PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT



| MTP PROJ ID | COUNTY | CSJ | HIGHWAY | LIMITS | TYPE OF WORK |
|---|---|---|---|---|---|
| 950493 | HAR | 0981-01-980 | NASA 1 | IH 45 TO 0.60 KM E OF FM 270 | CONSTRUCT 4-LANE DIVIDED, ACCESS CONTROLLED FACILITY, WITH |
| HR 0105 | HAR | 1685-05-056 | SH 6 | 0.4 MI N OF FM 529 TO 0.3 MI S OF FM 529 | CONSTRUCT 6-LANE GRADE SEPARATION W/ ACCESS ROADS AT FM 529 |
| HR 0106 | HAR | 1685-05-047 | SH 6 | 0.6 MI N OF IH 10 TO 0.5 MI S OF IH 10 | 6-LN BRIDGE OVER MKT RR & IH 10 & PARK ROW BLVD |
| HR 0107 | HAR | 1685-05-067 | SH 6 | 0.7 MI N OF FM 1093 TO 1.1 MI S OF FM 1093 | CONSTRUCT 6-LANE GRADE SEPARATION WITH ACCESS ROADS |
| 940570 | FTBD | 0192-01-050 | SH 6 | 0.22 MILES SE OF SPRR TO SPUR 58 | WIDEN FROM 4 LANES TO 6-LANE DIVIDED CURB AND GUTTER |
| FB 0011 | FTBD | 0192-01-056 | SH 6 | 0.3 MI S OF US 90A-SPT RR O/P TO MC KEEVER RD | CONSTRUCT BYPASS ON NEW LOCATION |
| | FTBD | 0192-01-070 | SH 6 | 0.3 MI S OF US 90A-SPT RR TO MCKEEVER RD | PRELIMINARY ENGINEERING FOR CONSTRUCTION OF NOISE ABATEMENT WALLS |
| HR 0061 | HAR | 0271-07-177 | IH 10 | SH 6 TO KIRKWOOD DR | WIDEN TO 10 MAIN LANES WITH 6-LANE FRONTAGE ROADS |
| HR 0062 | HAR | 0271-07-152 | IH 10 | KIRKWOOD DR TO SILBER RD | WIDEN TO 10 MAIN LANES |
| HR 0065 | HAR | 0271-07-162 | IH 10 | IN HOUSTON FR SILBER RD TO IH 610 (W) | WIDEN TO 10 MAIN LANES |
| HR 0060 | HAR | 0271-07-193 | IH 10 | IH 610 TO W OF T C JESTER | CONSTRUCT 4-LANE ELEVATED EXPRESSWAY |
| HR 0067 | HAR | 0271-07-194 | IH 10 | W OF T C JESTER TO HOUSTON AVENUE | WIDEN TO 14 MAIN LANES |
| | HAR | 0912-00-053 | IH 10 | HOUSTON CBD TO THE BRAZOS RIVER TO IN HARRIS, FORT BEND & WALLER COUNTIES | MAJOR INVESTMENT STUDY |
| 940302 | HAR | 0178-09-018 | SH 35 | IN HOUSTON FR IH 45 TO GRIGGS RD | 8-LANE FREEWAY ON NEW LOCATION AND TRAFFIC MANAGEMENT SYSTEM |
| HR 0102 | HAR | 0178-09-019 | SH 35 | 0.27 MI N OF WAYSIDE DR TO 0.13 MI S OF WAYSIDE DR | 8 LANE FREEWAY ON NEW LOCATION |
| HR 0099 | HAR | 0178-09-020 | SH 35 | 0.13 MILE SOUTH OF SOUTH WAYSIDE DRIVE TO 0.02 MILE SOUTH OF BELLFORT | 8-LANE FREEWAY ON NEW LOCATION & TRAFFIC MANAGEMENT SYSTEM |
| HR 0104 | HAR | 0178-09-016 | SH 35 | N OF BELLFORT TO N OF ALMEDA-GENOA RD | CONSTRUCT 8-LANE FREEWAY |
| HR 0103 | HAR | 0178-09-024 | SH 35 | N OF ALMEDA-GENOA RD TO BELTWAY 8 | CONSTRUCT 8 MAIN LANES AND FRONTAGE ROADS (LRP: FEASIBILITY STUDY) |
| HR 0101 | HAR | 0178-09-023 | SH 35 | AT BW 8 I/C | CONSTRUCT INTERCHANGE |
| BR 0015 | BRAZ | 0178-02-055 | SH 35 | HARRIS C/L TO FM 518 | WIDEN TO 6-LANE DIVIDED CURB & GUTTER |

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT



| MTP PROJ ID | COUNTY | CSJ | HIGHWAY | LIMITS | TYPE OF WORK |
|---|---|---|---|---|---|
| 942006 | CHAM | 0508-02-086 | IH 10 | FROM SH 61, WEST TO NEAR THE TRINITY RIVER BRIDGE | WIDEN EXISTING FOUR LANE TO SIX LANE |
| 942003 | CHAM | 0508-02-075 | IH 10 | SH 61, FM 563, TURTLE BAYOU & TO WALLISVILLE RD | REHABILITATE AND WIDEN BRIDGES |
| 940688 | BRAZ | 0178-02-066 | SH 35 | FM 518 TO BS 35C (N) | WIDEN SUBGRADE, PAVE SHOULDERS AND SAFETY END TREATMENTS |
| BR 0014 | BRAZ | 0178-03-100 | SH 35 | FM 2403 TO BS 35-C (SOUTH) | WIDEN TO 4 LANE DIVIDED RURAL |
| BR 0016 | BRAZ | 0178-03-110 | SH 35 | LOOP 558 TO ROCK ISLAND ST IN ANGLETON | WIDEN FROM 2 LANES TO 6-LANE DIVIDED CURB & GUTTER |
| BR 0017 | BRAZ | 0178-03-111 | SH 35 | ROCK ISLAND STREET IN ANGLETON TO BS 288B | WIDEN FROM 2 LANES TO 6-LANE DIVIDED CURB & GUTTER |
| BR 0012 | BRAZ | 0179-01-033 | SH 35 | BS 288B TO CANNON STREET IN ANGLETON | WIDEN FROM 2 LANES TO 3-LANE ONE-WAY PAIR WITH CURB & GUTTER |
| FB 0010 | FTBD | 0188-01-016 | SH 36 | US 59 TO FM 2218 | WIDEN TO 4-LANE DIVIDED RURAL |
| FB 0009 | FTBD | 0188-02-029 | SH 36 | FM 2218 TO BRAZORIA C/L | WIDEN TO 4-LANE DIVIDED RURAL |
| BR 0020 | BRAZ | 0188-03-019 | SH 36 | FORT BEND C/L TO SH 35 | WIDEN TO 4-LANE DIVIDED RURAL |
| BR 0023 | BRAZ | 0188-04-035 | SH 36 | SH 35 TO FM 522 | WIDEN TO 4-LANE DIVIDED RURAL |
| BR 0019 | BRAZ | 0188-04-025 | SH 36 | FM 522 TO 1.13 MI N OF SH 332 | WIDEN TO 4 LANE DIVIDED RURAL |
| BR 0022 | BRAZ | 0188-05-027 | SH 36 | S OF BRAZORIA TO JONES CREEK | WIDEN TO 4-LANE DIVIDED RURAL |
| BR 0021 | BRAZ | 0188-06-046 | SH 36 | JONES CREEK BRIDGE TO 0.2 MI N OF BRAZOS RIV DIVERSION CHANNEL | WIDEN TO 4-LANE DIVIDED RURAL |
| BR 0018 | BRAZ | 0111-08-100 | SH 36 | 0.9 MI S OF THE BRAZOS RIVER TO FM 1495 | WIDEN TO 4-LANE DIVIDED RURAL |
| MG 0026 | MONT | 0675-08-061 | IH 45 | LOOP 336 (NORTH) TO FM 830 | WIDEN 4 TO 6 MAIN LANES AND CONSTRUCT 2-LANE FRONTAGE ROADS |
| | HAR | 0500-03-446 | IH 45 | 0.086 MI S OF HB&T RR, N OF IH 610(N) TO 0.583 MI S OF GULF BANK RD | WIDEN FROM 8 TO 10 & 12 MAIN LANES W/AUXILIARY & AVL LANES |
| HR 0070 | HAR | 0500-03-462 | IH 45 | FM 1959 TO MEDICAL CENTER DR | WIDEN TO 8 MAIN LANES W/AVL |
| 940554 | HAR | 0500-03-390 | IH 45 | W OF MEDICAL CENTER DR TO 0.7 MI S OF NASA 1 | CONSTRUCT 3-LEVEL INTERCHANGE |
| 940653 | GALV | 0500-01-109 | IH 45 | AT GALVESTON ISLAND CAUSEWAY | REHABILITATE BRIDGES |
| GL 0012 | GALV | 0500-01-108 | IH 45 | 0.1 MI S END OF GALVESTON CAUSEWAY TO 0.1 MI N END OF GALVESTON CAUSEWAY | WIDEN TO 8 MAIN LANES |

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT



| MTP PROJ ID | COUNTY | CSJ | HIGHWAY | LIMITS | TYPE OF WORK |
|---|---|---|---|---|---|
| GL 0011 | GALV | 0500-01-107 | IH 45 | 0.1 MI N END OF CAUSEWAY TO SH 146 (GALVESTON Y) | WIDEN TO 8 MAIN LANES |
| 950490 | HAR | 3187-01-980 | SP 55 | SH 146 TO SH 99 @ FM 1405 | WIDEN TO 4-LANE DIVIDED RURAL |
| FB 0017 | FTBD | 0027-12-060 | US 59 | RAMPS AT SP 41/SUGARCREEK BLVD TO E OF SH 6 | WIDEN TO 8 MAIN LNS W/HOV & FR RDS @ ULTIMATE LOCATION & TMS |
| FB 0018 | FTBD | 0027-12-059 | US 59 | W OF S KIRKWOOD DR TO RAMPS AT SPUR 41/ SUGAR CREEK BLVD | WIDEN TO 8 LANES WITH HOV & FRTG RDS AT ULTIMATE LOCATION |
| FB 0014 | FTBD | 0027-12-062 | US 59 | E OF SH 6 TO RAMPS E OF FM 2759 | WIDEN TO 6-LANE FREEWAY & TRAFFIC MANAGEMENT SYSTEM |
| MG 0031 | MONT | 0110-03-035 | SH 75 | 0.20 MI N OF FM 1097 TO FM 2432 | WIDEN TO 4-LANE DIVIDED WITH CURB AND GUTTER |
| MG 0032 | MONT | 0110-03-033 | SH 75 | FM 2432 TO TEAS NURSERY RD | WIDEN TO 4-LN DIVIDED |
| MG 0033 | MONT | 0110-04-129 | SH 75 | SOUTH POST OAK DRIVE TO IH 45 UNDERPASS | WIDEN FROM 2 LANE TO 4-LANE DIVIDED |
| 940596 | HAR | 0028-01-067 | BU 90-U | IH 610, NW TO OLD FM 527 | WIDEN TO 6 LANE DIVIDED URBAN |
| HR 0119 | HAR | 0028-02-055 | US 90 | IH 10 (E) TO MERCURY DR | CONSTRUCT 4-LANE DIVIDED ROADWAY |
| 940587 | HAR | 0028-02-054 | US 90 | RAMPS SW OF MERCURY TO UVALDE | CONSTRUCT 4-LANE DIVIDED ROADWAY |
| HR 0120 | HAR | 0028-02-044 | US 90 | RAMPS SW OF MERCURY TO BW 8 | ADD GRADE SEPARATIONS AT MAJOR INTERCHANGES |
| 942011 | LIB | 0028-05-042 | US 90 | 4.0 MI W OF JEFFERSON CO LINE TO SH 61 IN DEVERS | WIDEN AND RECONSTRUCT TO 4 LANE DIVIDED RURAL |
| FB 0022 | FTBD | 0027-06-038 | US 90A | FM SP 1640 TO 0.17 MI E OF FM SP 1640 | WIDEN FROM 4 LANES TO 6-LANE DIVIDED CURB AND GUTTER SECTION |
| FB 0023 | FTBD | 0027-08-137 | US 90A | FM LP 762 TO 0.3 MI W OF SH 6 | WIDEN TO 6-LANE DIVIDED |
| FB 0021 | FTBD | 0027-08-108 | US 90A | 0.3 MI W OF SH 6 TO 0.1 MI W OF PRESENT ST | WIDEN TO 8-LANE DIVIDED WITH IMPROVEMENTS AT DITCH "H" |
| FB 0019 | FTBD | 0027-08-103 | US 90A | 0.1 MI W OF PRESENT ST TO HARRIS C/L | WIDEN TO 8-LN DIVIDED C&G W/ GR SEP & ACCESS RDS AT FM 2234 |
| 940567 | CHAM | 3510-10-002 | SH 99 | IH 10 (E) TO SP 55 AT FM 1405 (SEGMENT I-2) | CONSTRUCT 4-LANE RURAL HIGHWAY |
| BR 0024 | BRAZ | 3510-02-001 | SH 99 | GALVESTON COUNTY LINE (SEGMENT B) TO SH 288 | CONSTRUCT 4-LANE HIGHWAY WITH I/C AT SH 35 AND SH 6(WITH RR) |
| GL 0018 | GALV | 3510-01-001 | SH 99 | IH 45(S) (SEGMENT B) TO BRAZORIA COUNTY LINE | CONSTRUCT 4-LANE DIVIDED RURAL HIGHWAY |
| GL 0019 | GALV | 3510-01-002 | SH 99 | SH 146 (SEGMENT A) TO IH 45 (S) | CONST 4-LANE DIVIDED RURAL HWY WITH I/C AT SH 146 & IH 45 |
| BR 0025 | BRAZ | 3510-02-002 | SH 99 | SH 288 (SEGMENT C) TO FORT BEND COUNTY LINE | CONSTRUCT 4-LANE HIGHWAY WITH I/C AT SH 288 |

| MTP PROJ ID | COUNTY | CSJ | HIGHWAY | LIMITS | TYPE OF WORK |
|---|---|---|---|---|---|
| FB 0013 | FTBD | 3510-03-001 | SH 99 | BRAZORIA COUNTY LINE (SEGMENT C) TO US 59 (S) | CONSTRUCT 4-LANE HIGHWAY WITH WC AT BRAZOS RIVER |
| HR 0108 | HAR | 3510-05-002 | SH 99 | FRANZ ROAD TO US 290 | CONSTRUCT 4-LANE DIVIDED RURAL SECTION STATE FUND |
| HR 0111 | HAR | 3510-06-002 | SH 99 | US 290 TO SH 249 | CONSTRUCT 4-LANE DIVIDED RURAL SECTION STATE FUND |
| 940777 | HAR | 3510-06-003 | SH 99 | SH 249 TO IH 45 | CONSTRUCT 4-LANE DIVIDED RURAL SECTION STATE FUND |
| HR 0109 | HAR | 3510-06-001 | SH 99 | IH 45N TO MONTGOMERY C/L AT W END SPRING CRK BR | CONSTRUCT 4-LANE DIVIDED RURAL SECTION STATE FUND |
| 940781 | MONT | 3510-07-001 | SH 99 | HARRIS C/L AT W END SPRING CREEK BR TO US 59 | CONSTRUCT 4-LANE DIVIDED RURAL SECTION STATE FUND |
| MG 0034 | MONT | 3510-07-003 | SH 99 | US 59(N) (SEGMENT H) TO HARRIS COUNTY LINE | CONSTRUCT 4-LANE DIVIDED RURAL HIGHWAY WITH WC AT 2 BAYOUS |
| HR 0110 | HAR | 3510-08-001 | SH 99 | MONTGOMERY C/L TO LIBERTY C/L (SEGMENT H) | CONST 4-LANE DIVIDED RURAL HWY, I/C AT US 90 & 1 WC AT BAYOU |
| LB 0002 | LIB | 3510-09-001 | SH 99 | HARRIS C/L TO CHAMBERS C/L (SEGMENT I-1) | CONSTRUCT 4-LANE DIVIDED RURAL |
| CH 0002 | CHAM | 3510-10-001 | SH 99 | LIBERTY C/L TO IH 10 (E) (SEGMENTI-1) | CONSTRUCT 4-LANE DIVIDED RURAL |
| MG 0029 | MONT | 0338-04-043 | SH 105 | FM 1314 TO LP 336(E) | WIDEN FROM 2 LANES TO 4-LANE DIVIDED RURAL SECTION |
| MG 0030 | MONT | 0338-04-048 | SH 105 | LP 336 TO SAN JACINTO C/L | WIDEN TO 4 LANE DIVIDED RURAL |
| 940031 | LIB | 0338-05-019 | SH 105 | 2.1 MI S OF LOOP 572 W TO SH 105 WLLE RD | CONSTRUCT 4-LANE DIVIDED CONTROLLED ACCESS FACILITY |
| HR 0094 | HAR | 3585-01-001 | SH 122 | 0.11 MI N OF BW 8 TO FORT BEND C/L | CONSTRUCT TWO 3-LANE FRONTAGE ROADS |
| FB 0007 | FTBD | 3585-02-001 | SH 122 | HARRIS C/L TO SH 6 | CONSTRUCT TWO 2-LANE FRONTAGE ROADS |
| FB 0024 | FTBD | 3585-02-002 | SH 122 | SH 6 TO SH 99 | CONSTRUCT TWO 2-LANE FRONTAGE ROADS |
| 940337 | HAR | 0389-15-006 | BS 146D | FAIRMONT PARKWAY IN LA PORTE TO SH 146 | WIDEN TO 4-LANE DIVIDED |
| 940619 | HAR | 0389-12-061 | SH 146 | AT BAYTOWN TUNNEL | REMOVAL OF EXISTING TUNNEL FACILITY |
| GL 0016 | GALV | 0389-06-056 | SH 146 | 0.395 MI S OF FM 517 TO 0.976 MI S OF DICKINSON BAYOU | CONSTRUCT 2-LANE FRONTAGE ROAD BRIDGE ON WEST SIDE |
| GL 0015 | GALV | 0389-07-025 | SH 146 | 0.3 MI S OF SH 341 TO 0.2 MI S OF TCT RR | CONSTRUCT RR OVERPASS |
| GL 0014 | GALV | 0389-11-032 | LP 197 | SH 146 (N) TO 19TH AVE (N) | WIDEN TO 4-LN DIVIDED CURB & GUTTER |

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT



| MTP PROJ ID | COUNTY | CSJ | HIGHWAY | LIMITS | TYPE OF WORK |
|---|---|---|---|---|---|
| HR 0098 | HAR | 0720-03-084 | SH 249 | WILLOW CREEK TO BROWN RD | CONST 6-LN FRWY W/ 6-LN FRONTAGE ROADS ON NEW LOCATION & TMS |
| 940771 | HAR | 0720-03-083 | SH 249 | WESTLOCK TO WILLOW CREEK | CONSTRUCT 6-LANE FREEWAY W/ 6-LANE FRONTAGE ROADS & TMS |
| HR 0097 | HAR | 0720-03-074 | SH 249 | BROWN RD TO MONTGOMERY C/L | CONSTRUCT TWO 3-LANE FRONTAGE ROADS |
| HR 0037 | HAR | 3312-01-003 | FM 270 | NASA ROAD I TO S END CLEAR CREEK BRIDGE | WIDEN FROM 2 TO 6-LANE DIVIDED CURB & GUTTER SECTION |
| 940775 | GALV | 3312-02-004 | FM 270 | S END CLEAR CREEK BRIDGE TO FM 518 | WIDEN FROM 2 TO 6-LANE DIVIDED CURB & GUTTER SECTION |
| 940298 | BRAZ | 0598-04-014 | SH 288 | AT OYSTER CREEK DR | CONSTRUCT GRADE SEPARATION |
| 950162 | BRAZ | 0111-09-030 | BS 288B | LORRAINE ST, S TO SH 35 (ANGLETON BYPASS) | CONSTRUCT 4-LANE DIVIDED ON NEW LOCATION |
| 950161 | BRAZ | 0111-07-037 | BS 288B | SH 35 TO DWYER ST (ANGLETON BYPASS) | CONSTRUCT 4-LANE DIVIDED ON NEW LOCATION & OVERPASS AT MP RR |
| HR 0116 | HAR | 0050-06-045 | US 290 | E OF HOCKLEY TO W OF CYPRESS BYPASS | CONSTRUCT INTERIM GRADE SEPARATIONS |
| BR 0011 | BRAZ | 0847-03-026 | SH 332 | SH 36 TO FM 521 NR BRAZORIA | WIDEN TO 4 LANE DIVIDED RURAL SECTION |
| 920611 | BRAZ | 0847-03-029 | SH 332 | AT BRAZOS RIVER | REPLACE BRIDGE |
| BR 0010 | BRAZ | 1524-01-047 | SH 332 | FM 521 NEAR BRAZORIA TO SH 288 | RECONSTRUCT & WIDEN |
| BR 0005 | BRAZ | 1524-01-041 | SH 332 | 0.124 MI E OF SH 288 TO 0.307 MI E OF BS 288B | CONSTRUCT GRADE SEPARATIONS ONLY (PHASE I) |
| BR 0006 | BRAZ | 0586-01-048 | SH 332 | 0.3 MI N OF FM 523 TO 0.3 MI S OF FM 523 | CONSTRUCT GRADE SEPARATION |
| BR 0008 | BRAZ | 0586-01-051 | SH 332 | 0.3 MI S OF FM 523 TO 0.446 MI N OF INTRACOASTAL CANAL | WIDEN TO 4-LANE DIVIDED RURAL SECTION |
| MG 0027 | MONT | 0338-11-028 | LP 336 | 0.06 MI E OF IH 45 TO CONROE CITY LMT 0.47 MI E OF MP RR | WIDEN FROM 4 LANES TO 6 LANES DIVIDED |
| FB 0005 | FTBD | 0543-02-040 | FM 359 | W OF JONES CREEK BRIDGE TO US 90A | WIDEN FROM 2 LANES TO 4-LANE DIVIDED RURAL |
| MG 0028 | MONT | 0177-14-010 | LP 494 | KINGWOOD TO HARRIS C/L | WIDEN TO 4 LANE DIVIDED RURAL SECTION |
| HR 0085 | HAR | 0177-15-003 | LP 494 | MONTGOMERY C/L TO US 59 | WIDEN TO 4-LANE DIVIDED RURAL |
| GL 0007 | GALV | 0976-03-049 | FM 518 | FM 2094 TO FM 1266 | WIDEN TO 4-LANE DIVIDED CURB & GUTTER |
| GL 0006 | GALV | 0976-05-014 | FM 518 | FM 1266 TO SH 146 | WIDEN TO 4-LANE DIVIDED CURB & GUTTER |
| HR 0039 | HAR | 0111-01-067 | FM 521 | TYLER DR TO FORT BEND C/L | WIDEN TO 4-LANE DIVIDED RURAL |
| FB 0006 | FTBD | 0111-03-031 | FM 521 | HARRIS C/L TO IRRIGATION CANAL, 0.12 MI S | WIDEN TO 4-LANE DIVIDED RURAL SECTION |
| HR 0186A | HAR | 1006-01-016 | FM 529 | US 290 TO HUFFMEISTER RD | WIDEN TO 6-LANE DIVIDED & TRAFFIC MANAGEMENT SYSTEM |

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT



| MTP PROJ ID | COUNTY | CSJ | HIGHWAY | LIMITS | TYPE OF WORK |
|---|---|---|---|---|---|
| HR 0078 | HAR | 0271-14-106 | IH 610 | IN HOUSTON FROM W T C JESTER BLVD TO IH 45 | WIDEN TO 10 MAIN LANES AND TRAFFIC MANAGEMENT SYSTEM |
| HR 0072 | HAR | 0271-14-153 | IH 610 | US 59 TO IH 10(EAST) | REHAB AND WIDEN TO 10 MAIN LANES AND TRAFFIC MANAGEMENT SYST |
| HR 0076 | HAR | 0271-16-078 | IH 610 | SH 288 TO WOODRIDGE | WIDEN TO 10 MAIN LANES |
| 940600 | HAR | 0271-16-079 | IH 610 | 0.40 MI E OF MYKAWA TO 0.55 MI W OF MYKAWA | CONSTRUCT FULLY DIRECTIONAL INTERCHANGE AT NEW SH 35 |
| HR 0073 | HAR | 0271-17-077 | IH 610 | IH 10(W) TO POST OAK BLVD | TSM, RECONSTRUCT 8-LANE FREEWAY, TMS & PROVISION FOR FUTURE HOV LANE |
| HR 0075 | HAR | 0271-17-095 | IH 610 | POST OAK BLVD TO S OF WESTPARK DR | TSM, RECONSTRUCT 8-LANE FREEWAY, TMS & PROVISION FOR FUTURE HOV LANE |
| HR 0077 | HAR | 0271-17-063 | IH 610 | W BELLFORT TO S OF WESTPARK DR | TSM, RECONSTRUCT 8-LANE FREEWAY, TMS & PROVISION FOR FUTURE HOV LANE |
| GL 0009 | GALV | 3049-01-013 | FM 646 | FM 517 TO FM 1266 | WIDEN FROM 2 LANES TO 4-LANE DIVIDED |
| GL 0010 | GALV | 0978-01-024 | FM 646 | FM 517 TO SH 6 | WIDEN FROM 2 LANES TO 4-LANE DIVIDED |
| GL 0008 | GALV | 0978-02-034 | FM 646 | 1.0 MI E OF SH 146 (N) TO SH 146 (N) | WIDEN FROM 2 LANES TO 4-LANE DIVIDED |
| HR 0040 | HAR | 0976-01-019 | FM 865 | ALMEDA-GENOA RD TO BRAZORIA C/L | WIDEN FROM 2-LANE TO 4-LANE DIVIDED WITH CURB AND GUTTER |
| FB 0002 | FTBD | 1258-03-027 | FM 1093 | SH 99 TO FM 1464 | WIDEN FROM 2 LANES TO 4-LANE UNDIVIDED RURAL |
| WL 0001 | WALR | 0523-01-015 | FM 1098 | OLD US 290 TO NEW US 290 | WIDEN TO 4-LANE DIVIDED URBAN SECTION |
| MG 0008 | MONT | 1986-01-023 | FM 1314 | SH 105 TO 2.6 MI W OF LP 494 | WIDEN TO 4 LANE DIVIDED RURAL |
| MG 0007 | MONT | 1986-01-015 | FM 1314 | 2.6 MI NW OF LP 494 TO LP 494 | WIDEN FROM 2 LANES TO 4-LANE DIVIDED |
| MG 0009 | MONT | 1062-03-017 | FM 1485 | LOOP 494 TO US 59 | WID FROM 2-LN TO 4-LN DIVIDED |
| MG 0013 | MONT | 0523-08-007 | FM 1488 | WALLER C/L TO FM 1774 IN MAGNOLIA | WIDEN FROM 2 LANES TO 4-LANE DIVIDED RURAL |
| MG 0011 | MONT | 0523-09-009 | FM 1488 | FM 1774 IN MAGNOLIA TO FM 149 AT MOSTYN | WIDEN FROM 2 LANES TO 4-LANE DIVIDED RURAL |
| MG 0010 | MONT | 0523-10-016 | FM 1488 | FM 149 AT MOSTYN TO FM 2978 | WIDEN FROM 2 LANES TO 4-LANE DIVIDED RURAL |
| MG 0012 | MONT | 0523-10-015 | FM 1488 | FM 2978 TO IH 45 | WIDEN FROM 2 LANES TO 4-LANE DIVIDED |
| GL 0002 | GALV | 1607-02-008 | FM 1764 | SH 6 TO 0.18 MI W OF IH 45 | WIDENING FROM 2 LANES TO 4 LANES |
| GL 0001 | GALV | 1607-01-029 | FM 1764 | 0.25 MI W OF PROP WILLOW ST EXTENSION TO 0.25 MI E OF PROP WILLOW ST EXTENSION | CONSTRUCT DIAMOND INTERCHANGE |
| MG 0014 | MONT | 1400-04-011 | FM 1774 | FM 1488 TO FM 149 | WIDEN 4-LANE UNDIVIDED RURAL AND RAISE GRADE |

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT



| MTP PROJ ID | COUNTY | CSJ | HIGHWAY | LIMITS | TYPE OF WORK |
|---|---|---|---|---|---|
| HR 0033 | HAR | 1685-02-035 | FM 1960 | 0.3 MI E OF ALDINE-WESTFIELD RD TO LP 184, 0.3 MI W OF LEE RD | WIDEN TO 8-LANE DIVIDED WITH CURB & GUTTER & TMS |
| HR 0032 | HAR | 1685-03-058 | FM 1960 | 0.1 MI E OF HUMBLE TO 0.3 MI W OF SAN JACINTO RIVER BRIDGE | WIDEN FROM 4-LANE TO 6-LANE DIVIDED WITH CURB AND GUTTER & TMS |
| 940325 | HAR | 1685-07-005 | BF1960A | FM 1960 W OF LEE RD TO US 59 | WIDEN TO 4 LANE UNDIVIDED RURAL |
| 940326 | HAR | 1685-07-006 | BF1960A | US 59 TO FM 1960 E OF HUMBLE | WIDEN TO 4 LANE URBAN DIVIDED |
| | BRAZ | 2523-02-030 | FM 2004 | BS288B TO SH 288 | WIDEN TO 4 LANE DIVIDED RURAL SECTION |
| 930206 | GALV | 0976-04-011 | FM 2094 | SOUTH SHORE BLVD TO SH 146 | WIDEN TO 4 LANE DIVIDED CURB & GUTTER SECTION |
| HR 0036 | HAR | 1062-02-011 | FM 2100 | JCT WITH FM 1485 ALONG HUFFMAN- TO CLEVELAND RD TO 2.1 MI N OF WOLF RD | EXTENSION OF FM 2100 AS 2-LANE RURAL ROADWAY |
| HR 0175A | HAR | 1062-02-009 | FM 2100 | WOLF RD TO FM 1960 | WIDEN TO 4-LN DIVIDED |
| HR 0175B | HAR | 1062-04-022 | FM 2100 | FM 1960 TO HARE ROAD | WIDEN TO 4-LANE DIVIDED |
| FB 0003 | FTBD | 2093-01-009 | FM 2218 | FM 1640 TO US 59 | WIDEN FROM 2 LANES TO 4-LANE DIVIDED CURB AND GUTTER SECTION |
| FB 0001 | FTBD | 2093-01-010 | FM 2218 | US 59 TO SH 36 | WIDEN FROM 2 LANES TO 4-LANE DIVIDED |
| FB 0004 | FTBD | 2105-01-020 | FM 2234 | FM 3345 TO FM 521 | WIDEN FROM 2 LANES TO 4-LANE DIVIDED RURAL SECTION |
| MG 0016 | MONT | 2744-01-011 | FM 2854 | LP 336 TO IH 45 | WIDEN TO 4 LANE DIVIDED RURAL SECTION |
| HR 0038 | HAR | 3050-03-005 | FM 2978 | MONTGOMERY C/L TO FM 2920 | WIDEN TO 4 LANE DIVIDED RURAL STATE FUND |
| 950482 | BRAZ | 8469-12-001 | MH | IN ALVIN ON STEELE RD FROM LOOP 409 TO SH 35 | RECONSTRUCT AND SAFETY WIDEN |
| 950375 | HAR | 0912-71-385 | MH | IN HOUSTON ON AIRPORT BLVD FROM CHIMNEY TO ROCK TO HIRAM CLARKE RD | CONSTRUCT 4-LN DIVIDED (RAISED MEDIAN) URBAN STREET FACILITYON NEW LOC |
| 940829 | HAR | 0912-71-386 | MH | IN HOUSTON ON AIRPORT BLVD FROM HIRAM TO CLARKE RD TO FM 521 | CONSTRUCT 4-LN DIVIDED (RAISED MEDIAN) URBAN STREET FACILITYON NEW LOC |
| 950393 | HAR | 8004-12-003 | MH | IN HOUSTON ON LITTLE YORK RD FROM E OF TO HARDY RD TO US 59 | CONSTRUCT 4-LN DIVIDED (RAISED MEDIAN) URBAN STREET FACILITY(PRIORITY |
| 940230 | BRAZ | 0912-31-062 | CS | HUGHES RD FROM SAGEMEADOW TO FM 518 IN PEARLAND | PRELIMINARY ENGINEERING FOR 4 LANE DIVIDED ON NEW LOCATION |
| 940029 | FTBD | 0912-34-062 | CS | STAFFORD RD/STAFFORDSHIRE FROM BW 8 TO FM 2234 IN STAFFORD | PRELIMINARY ENGINEERING TO WIDEN TO 4 LANES |
| 940340 | GALV | 0912-73-047 | CS | OFFATS BAYOU CROSSING FROM IH 45 TO FM 3005 | PE FOR 4-LANE DIVIDED ON NEW LOCATION |

# APPENDIX E

# RESOLUTIONS

RESOLUTION

APPROVING THE SELECTION OF PROJECTS FOR THE 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA:

WHEREAS, the joint Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Regulations for the development, content and processing of a cooperatively developed Transportation Improvement Program were published in the June 30, 1981 Federal Register; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and U.S. Department of Transportation interim guidance dated April 6, 1992 set forth requirements for metropolitan planning organizations for development of the Transportation Improvement Program; and

WHEREAS, the Transportation Policy Council as the Policy Board for the Metropolitan Planning Organization, has adopted procedures for the selection and prioritization of projects, and has considered the funding flexibility requirements of ISTEA and provided opportunity for public comment; and

WHEREAS, the proposed 1996-1998 Transportation Improvement Program must demonstrate its contribution to emissions reductions which will reduce the frequency and severity of violations of the federal ozone standard, and must demonstrate financial commitment and capacity to implement the proposed program of projects; and

WHEREAS, the 1996-1998 Transportation Improvement Program has been developed by the Houston-Galveston Area Council, in its capacity as the Metropolitan Planning Organization, and in cooperation with state and local officials, local transit operators and grant recipients authorized under various titles of the ISTEA; and

WHEREAS, on April 12, 1995 the Environmental Protection Agency (EPA) approved a petition from the State of Texas requesting that the Houston-Galveston Transportation Management Area receive a temporary NOx waiver based upon section 182 (f) of the Clean Air Act (CAA) as amended in 1990.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA, THAT THE 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM IS HEREBY ENDORSED PENDING CONFORMITY FINDING.

BE IT FURTHER RESOLVED, that the staff is authorized to submit the approved list of projects, as conditionally approved, to the Texas Department of Transportation.

PASSED AND APPROVED this 29th day of September 1995, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

ATTEST:

Cathy Smith
Secretary

APPROVED:

Chairman

# APPENDIX F

# EXHIBITS

# HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA POLICY STATEMENT ON PRIVATE SECTOR PARTICIPATION IN PUBLIC TRANSPORTATION PROGRAMS

## PURPOSE

This policy has been developed to provide guidance to the Houston-Galveston Area Council (H-GAC) in its role as the Metropolitan Planning Organization (MPO) for the Houston-Galveston Transportation Management Area (TMA) in achieving compliance with the requirements of the Federal Transit Act of 1964 for private enterprise participation in public transportation programs. The policy also provides guidance to all local public participants in the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). These requirements are described in Section 3(e)(1) and (2), Section 8(e), and Section 9(f) of the Federal Transit Act of 1964, as specified under the joint Federal Transit Administration/Federal Highway Administration (FTA/FHWA) planning regulations (48 FR 30332, June 20, 1983) and under the FTA private enterprise participation regulations (49 FR 41310, October 22, 1984 and 51 FR 3306, January 24, 1986). Under Section 3(e), FTA must, before approving a program of projects, find that such program provides for the maximum feasible participation of private enterprise. Section 8(e) directs FTA recipients to encourage private sector participation in the plans and programs funded under the Federal Transit Act. Finally, as a precondition to funding under Section 9, recipients must develop a private enterprise program in accordance with the procedures set out in Section 9(f).

## GENERAL PROVISIONS REGARDING PRIVATE ENTERPRISE

It is the policy of H-GAC to encourage private enterprise participation to the maximum extent feasible in the process of planning and implementing mass transportation services, funded or assisted under the provisions of the Federal Transit Act of 1964, as amended, and under the provisions authorizing use of FHWA funds for public mass transit projects.

Under this policy, H-GAC explicitly recognizes and affirms the responsibility for ensuring compliance with all Federal Transit Act requirements referenced above. As the MPO for the Houston-Galveston TMA, H-GAC provides technical assistance to local transit authorities who have established private sector participation implementation processes and set guidelines to be followed annually by all public transit participants in the UPWP and the TIP. H-GAC must also certify to FTA that the planning processes are being carried out in conformance with all the requirements of Section 8, including Section 8(e) of the Federal Transit Act.

## SPECIFIC POLICY INITIATIVES AND GUIDELINES

(A) Privatization Task Force

H-GAC established a 27-member Public/Private Sector Privatization Committee in 1986 in an effort to encourage private enterprise participation in the planning and provision of public transit programs and services in the Houston-Galveston TMA. The committee consisted of public and private sector transportation operators, private consultants and representatives from the Texas Department of Transportation (TxDOT), FTA, H-GAC and H-GAC's Transportation Policy Council (TPC). The privatization committee was established to serve as a working group to explore specific ways in which public and private sector transportation operators can cooperatively plan and deliver safe, efficient and cost-effective public transit programs and services in the Houston-Galveston TMA. This committee functioned as a liaison for private transportation operators and possible new business entrants interested in participating in the planning and implementing of mass transit services within the H-GAC region. The privatization committee became inactive due to the limited number of joint development opportunities for public and private sector transportation operators to cooperatively plan and delivery public transit programs and services within the region.

H-GAC has initiated several new transit feasibility studies and a Regional Rideshare Study which will provide some opportunities for private sector involvement in the planning and delivery of public transit and rideshare programs and services in the Houston-Galveston TMA. H-GAC hopes to create a new 10 - 12 member Privatization Task Force of public and private sector representatives that would help to facilitate the planning and delivery of these programs and services within the region. The responsibilities of the Privatization Task Force would be similar to those of the former Public/Private Sector Privatization Committee. In such capacity, the task force will have the following responsibilities:

* to serve as a point of contact for private operators trying to gain information or data about the existing regional transit systems, their operating characteristics, and proposed improvements;

* to review and communicate contract opportunities and potential work for private operators, as it relates to the TIP and Sections 3, 5, 9, 9A and 16 of the Federal Transit Act, as well as FTA Section 18 for rural transportation services; and CMAQ funded projects;

* to bring public and private operators together for discussions about existing transit needs and/or deficiencies which could result in contract opportunities;

* to serve as an advocate for greater privatization of local transit operators;

* to communicate applicable federal, state and local regulations and programs intended to provide incentives or benefits to the private sector for participation in the transit industry;

* to examine and outline the barriers and constraints which serve to inhibit or prevent competitive private sector or business enterprise participation in the transit industry;

* to notify, as specified further in the policy, private transportation providers and possible new business entrants of opportunities for participating in the annual planning process; and

* to develop and implement various ways of informing and notifying private participation in the planning process.

(B) Guidelines to Assure Adequate Consideration for Private Enterprise

H-GAC transportation staff will work to assure that the views, proposals and other feedback from private transportation providers and possible new business entrants are fairly and seriously considered by the transit authorities and other public entities participating in the development of the Program of Projects for the TIP before MPO endorsement.

## PARTICIPATION IN THE ANNUAL PLANNING PROCESS

All transportation providers and possible new business entrants listed by H-GAC staff will be invited to participate in the annual planning process, which is described below:

Planning Elements. The annual planning process consists of the following planning elements:

* the Unified Planning Work Program (UPWP);
* the Metropolitan Transportation Plan (MTP);
* the Short-Range or Transportation System Management (TSM) Element of the Transportation Plan; and
* the Transportation Improvement Program (TIP).

## NOTIFICATION PROCEDURES

H-GAC transportation staff will provide technical assistance to the Privatization Task Force. The task force would be responsible for notifying private transportation providers and possible new business entrants of opportunities for early involvement and active participation in the annual planning process.

H-GAC will pursue the active involvement of the general public through its Transportation Public Involvement process. In additional, key individuals and groups with an interest in transportation planning projects will be targeted. These key groups, or stakeholders, may include public and private transportation providers as well as community and neighborhood organizations, local elected officials, transportation and environmental interest groups and groups representing the elderly and disabled.

## COMPLAINT PROCESS

Private transportation operators and possible new business entrants may file complaints regarding violations of this policy by H-GAC transportation staff or by local public transportation providers participating in the UPWP and TIP planning process. Such complaints should be filed with the local transit authorities for matters involving the transit authorities, and the Privatization Task Force for matters involving H-GAC staff. The governing bodies of the Metropolitan Transit Authority (METRO), the City of Galveston's Island Transit, and Brazos Transit System (BTS) have developed and adopted policy statements on private sector participation in public transportation programs. These statements include processes regarding such participation in various contracting activities and have provisions for resolution of any complaint raised by contractors.

If a complaint by private transportation operators and possible new business entrants regarding violation of this policy is not resolved by the local transit authorities, the private sector may file an appeal with the Executive Committee of the Privatization Task Force. The Executive Committee will serve as the arbitrator during the dispute process and will consist of the Chairman, Vice Chairman and Secretary of the Privatization Task Force. Any disputes that are not resolved by the Executive Committee may be appealed to the full Privatization Task Force. Opinions of these committees are advisory in nature and not binding upon the respective transit authorities.

# HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA (TMA)
# SUMMARY OF PRIVATIZATION ACTIVITIES
# DURING FY 1994 - FY 1995
# TRANSPORTATION IMPROVEMENT PROGRAM

The information provided below has been prepared to summarize privatization efforts of the Houston-Galveston Area Council (H-GAC). It responds to Section 9(f) of the Federal Transit Act, as specified under the joint Federal Transit Administration/Federal Highway Administration (FTA/FHWA) planning regulations and under the FTA private enterprise participation regulations.

1. Public/Private Sector Transportation Providers Inventory

H-GAC continued to update its list of public and private sector transportation providers in the Houston-Galveston Transportation Management Area (TMA). The purpose of this inventory is to determine the types of transportation services that are available and who are providing these services. This database consists of public and private sector transportation providers in the Houston-Galveston TMA, including charter bus companies, taxi companies, limousine services, ambulance services, public agencies, private nonprofit organizations, and school districts.

2. Participation in the Annual Process

H-GAC, in cooperation with the Transportation Policy Council (TPC) and Technical Advisory Committee (TAC), worked in a coordinated effort to develop the 1996-1998 Transportation Improvement Program (TIP). The TAC was appointed by the TPC to assist in coordination of the TIP and other intermodal planning. The TAC advises the TPC on technical and policy matters associated with developing the TIP. The TAC consists of 30 technical staff professionals, or citizens who have technical expertise in developing transportation plans, in implementing transportation projects, or in related fields.

During FY 1995, The TAC and TPC proposed development of the 1996-1998 TIP Development Schedule for the addition of NHS and state discretionary projects, and also federal discretionary transit projects. There was no "call for projects" for the Congestion Mitigation Air Quality (CMAQ), Surface Transportation Program (STP), or for federal transit formula (Section 9) funds due to reduction in federal transportation budgets

In the process of developing the 1996-1998 TIP, H-GAC forwarded fliers announcing public meetings to approximately 1,340 individuals. Targeted groups in this mailing included, elected officials, city managers, environmental interests, chambers of commerce and interested parties who have attended past public meetings.

H-GAC continued its development of the Transportation Public Involvement Plan which seeks to educate and inform the public on transportation and related air quality issues and provide them with opportunities to contribute their ideas and opinions early and often throughout the planning process. This plan was developed to provide frequent opportunities for the general public and interested parties from the public and private sector to participate in the development of H-GAC transportation plans and to encourage public participation in transportation planning activities at every level. The H-GAC Transportation Public Involvement Plan (TPIP) has been developed through the participation of a Transportation Public Involvement Planning Task Force. The Task Force is an ad hoc committee comprised of representatives from environmental and bicycle interests, the business community, private transportation providers, the educational community, and state and local governmental agencies.

During FY 1995, transit feasibility and mobility studies were implemented with consultant assistance in Galveston, Brazoria, Montgomery and Fort Bend counties. The Galveston and Brazoria County studies were completed in FY 1995. The studies' findings and recommendations were discussed with the local elected officials. The Transit Operations Studies will provide the information needed to develop more detailed service plans, particularly for the urbanized areas in Galveston and (possibly in) Brazoria County. A Regional Commute Alternative Program (formerly ETR measures) was also initiated during FY 1995 which will result in the development of a cost effective, common sense approach focused on promoting transit use, carpooling, and other forms of trip reduction within congested major employment centers.

Finally, a Regional Vanpool Program has continued to expand ridesharing services throughout the region. The focus of this program is to launch at least 300 vans and provide vanpool subsidies to area commuters and employers in the nonattainment area. The H-GAC Transportation Policy Council (TPC) has approved the use of Congestion Mitigation Air Quality (CMAQ) funds to implement this transportation program.

3. Air Quality Planning Activities

H-GAC has been involved in comprehensive air quality planning during FY 1994 and FY 1995. The TPC has developed the Regional Air Quality Planning Committee (RAQPC) to oversee all of the air quality planning activities in the Houston-Galveston TMA. The RAQPC consists of public and private sector agencies. Several committee members have been involved in regional air quality activities, such as the Inspection/Maintenance program, Regional Commute Alternative development, and the alternative fuels program.

During FY 1995, RAQPC created a subcommittee called the Public Outreach Working Group (POWG). The purpose of the POWG is to provide a policy level forum for interested stakeholders. This forum will identify, address, coordinate and integrate existing and planned public outreach efforts regarding air quality and associated programs and control measures in this region. It will also identify and recommend to implementing public information agencies and groups, perceived needs of public outreach activities and programs.

**EXHIBIT 2**

# METROPOLITAN TRANSIT AUTHORITY
# BOARD POLICY STATEMENT
# ON PRIVATE SECTOR PARTICIPATION IN
# PUBLIC TRANSPORTATION PROGRAMS

## PURPOSE

METRO's Board of Directors supports fully the involvement of the private sector in the delivery of services by METRO. In fulfilling its commitment to the transit dependent and the Houston metropolitan area, METRO will provide transit service in a cost effective and efficient manner and to the extent possible, utilize the private sector for the delivery of this service. The Board desires to achieve significant cost savings and transportation benefits for METRO's taxpayers and patrons while favorably impacting the economic, cultural, and social life of the community.

## STATEMENT OF POLICY

The policy is intended to achieve relative cost savings without sacrificing the quality of service. There are seven areas of policy:

1. Transit Services. The use of private contractors on a competitive basis has proven advantageous in the delivery of some of METRO's transit services. METRO will continue to take advantage of cost savings by contracting our future transit services to private carriers as long as there is no measurable decrease in the quality of service. In doing so, METRO will take steps to protect its patrons from the vulnerability of contractor non-performance.

2. Staff Services. METRO will examine existing activities to determine where opportunities may exist for private sector participation in necessary staff services. Where cost effective and practical, METRO will contract for staff services. METRO will use the private sector for work requirements, special projects and peak needs, which can be addressed more cost effectively than by permanent staff.

3. Facility Planning, Design, and Engineering. It is desirable that the private sector be used in the planning, development, and alignment of transit routes and facilities. It is important that METRO, to the maximum extent practical, take advantage of competent consulting services available in the private sector. The priority for METRO's staff should be the management of these activities.

4. Joint Development. Where it is in its best interest, for example where it would not jeopardize METRO's right to issue tax-exempt bonds, METRO will actively solicit the private sector in the joint development of transit facilities in order to produce economic savings to METRO while at the same time stimulating economic development in the private sector.

5. Resolving Disputes. METRO's existing contract procedure for resolution of protests or grievances will b adapted to address disputes that may arise under this policy. This procedure includes the formation of a committee which makes a recommendation to the General Manager.

6. Committee on Private Sector Involvement. A committee will be established to advise staff on the implementation of this policy and make suggestions to staff for improving the use of the private sector in METRO'S operations. The committee will be composed by Board members, staff, and local members of the private sector, in accordance with the Bylaws.

7. METRO's Contractual Obligations. Nothing in this policy should be construed to prevent METRO from fulfilling its contractual obligations with employees, suppliers, and other units of government.

METROPOLITAN TRANSIT AUTHORITY
GUIDELINES FOR PRIVATE SECTOR PARTICIPATION

## INTRODUCTION

The METRO Board of Directors has adopted a comprehensive policy to encourage private sector participation in METRO's provision of public transit services. By way of Board resolution number 86-46, the METRO staff was authorized and directed to implement this policy. The purpose of this guideline is to specify the process by which the policy will be implemented. This process has been prepared to conform with the requirements of FTA Circular 7005.1.

## TRANSIT SERVICE

### Criteria for Evaluation of Contracting Opportunities

METRO staff (Service Development Department) annually updates the five-year service program as part of the preparation of the annual capital and operating budgets. As part of this annual update, staff evaluates existing new or restructured service, and consider how that information can be utilized to identify existing services which should be evaluated or potential private sector operation.

Existing, new or restructured service shall be considered for contracting out only to the extent that private operations do no result in a measurable decrease in service quality, adversely affect union labor agreement obligations and the Department of Labor 13(c) certification. Contracted services should cost less than equivalent METRO provided services. Standard measures of performance will be used (i.e., on time performance, miles between road calls, customer complaints) to evaluate contractor performance. If METRO buses are available, consideration shall be given to contracting for only operation and maintenance of service.

## PROCESS FOR CONTRACTOR PARTICIPATION

A comprehensive evaluation of private service provider contracting opportunities must provide for effective participation of the private providers in the evaluation process. Accordingly. METRO staff annually shall provide for notice to and early consultation with private providers in plans for new or restructured service, as well as the periodic reexamination of existing service. Written notice shall be given to all known private service providers in the area as well as notice being published in a local newspaper of general circulation. The notice shall describe the routes or services being evaluated and invite comment with regard to the capability and interest of private firms to provide the service(s). This notice shall be given at least sixty (60) days prior to proposed implementation of new, restructured or periodic reexamination of existing service in order to allow sufficient time to consider and incorporate as appropriate the comments of private providers.

METRO staff shall also consider comments offered by private sector service providers at public hearing regarding METRO applications for FTA funding assistance or hearings on proposed service changes.

METRO will participate in H-GAC analysis involving the private sector in METRO's operations. METRO will use the results of this analysis to assist in refining the procedure for notification and involvement of the private sector in METRO's operations.

For those routes or services which appear to offer an opportunity for cost-effective operation by private providers, METRO's Procurement Division shall conduct a competitive procurement in accordance with METRO's customary procedures provided, however, that in addition to cost and service factors, the bid evaluation process shall also consider the impact of the contracted service on METRO's labor force under the existing Section 13(c) labor agreement.

After METRO staff have made a determination about the feasibility of contracting for service, private sector firms shall be notified of METRO's determination and shall be notified that they have an opportunity to appeal METRO's decision. Any such appeal shall be handled similarly to a bid protest wherein the appealing party will be invited to present information supporting its appeal to a three-person Appeals Committee consisting of the Assistant General Managers for Operations and Service Development and the Assistant General Manager for Management and Budget. The Committee shall consider the appeal and make a recommendation to the General Manager. The decision of the General Manager shall be the final Authority position on any appeal.

STAFF SERVICES

The Assistant General Manager for Management and Budget shall periodically review all staff services and functions to identify where opportunities may exist for more cost-effective provision of services by the private sector. This review shall be completed at least once every three (3) years with recommendations being made to the General Manager. Criteria for evaluation of staff services shall be similar to those for transit services with maintenance of quality being a principal factor.

TRANSIT FACILITIES

The Assistant General Manager for Capital & Long Range Planning shall consider the participation of the private sector in the development, ownership and operation of all major transit facilities, including joint development opportunities. The analysis of requirements for major transit facilities and planning for these facilities shall include an evaluation of and recommendations for possible private sector involvement. "Major transit facilities" is intended to include operating and maintenance facilities, transit centers, park & ride lots, terminals or stations.

# BRAZOS TRANSIT SYSTEM BOARD POLICY STATEMENT
# BRAZOS TRANSIT SYSTEM PUBLIC TRANSPORTATION PROGRAMS
# PRIVATE SECTOR PARTICIPATION

## PURPOSE

Brazos Transit System (BTS) will utilize the private sector in delivery of transportation services to the transit dependent within its service delivery area, where ever and whenever possible. BTS is committed to the provision of cost effective and efficient transportation services and wishes to favorably impact the economic, cultural, and social life of the service area.

## STATEMENT OF POLICY

This policy is designed by the BTS Board of Directors to provide maximum efficiency in service delivery while holding to the established high level of service quality which is a trade mark of BTS. Section I of this policy addresses a., b., c., d., and e. as delineated in item 5., LOCAL PROCESS, of FTA C 7005.1.

1. Transit Services

BTS will continue to contract out transportation services to the private sector as in the past. This has been shown to be an effective and innovative means of providing quality service and efficiently curbing costs. BTS will continue to work with the Federal Transit Administration and the Texas Department of Transportation in development of new modes of private sector utilization.

2. Staff Services

BTS will continue to use the private sector in staff positions such as security, maintenance, and facilities repair services whenever this is the prudent and most cost effective alternative.

3. Facility Planning, Design, and Engineering

A top priority of BTS is the utilization of competent private sector consulting services in the development of facility plans, in design and architectural effort, and in engineering projects. BTS personnel will serve in project management roles working with employed consultants.

4. Resolution of Disputes

Existing contract procedure will be adapted to this policy in regard to resolution of any dispute which may come between BTS staff and private sector contractors.

5. Contractual Obligations

Nothing in this policy should be construed so as to prevent Brazos Transit System from fulfilling its contractual obligations with employees, suppliers, or other units of government.

# BRAZOS TRANSIT SYSTEM & CITY OF GALVESTON
# DOCUMENTATION FOR 1996-1998
# TRANSPORTATION IMPROVEMENT PROGRAM

This document has been prepared in conformance with Section 4B of the Federal Transit Administration's Guide on documentation of private Enterprise Participation in Urban Mass Transportation Programs as published in the Federal Register on January 24, 1986.

Since 1986 Brazos Transit System has followed a policy of contracting Public Transportation elements to private sector contractors. Since that date there has been continuing private sector contracting on the part of Brazos Transit System. In February of 1992 the Board adopted a broadened local private sector policy process. In April, 1993 the Board of Directors formally approved this amended and expanded policy. This is a review of BTS involvement in the Transportation Improvement Programs in the various TxDOT Districts included in the BTS service area.

## 1. Local Private Sector Policy Process

a. Public hearings give the private sector an opportunity for involvement in planning of capital, planning, and operations projects. Exposure to the appropriate Council of Governments or Regional Planning Council of proposed projects gives another opportunity for public input. In each applicable location the local Metropolitan Planning Organization reviews proposed projects.

b. Written notice of all proposed projects is published in a local newspaper of general circulation. Letters are written to all known private sector providers who will be affected by a proposed project. These notifications describe the nature of the project and the services to be evaluated. It invites comment with regard to the capability and interest of private sector businesses.

## 2. Ongoing Services

a. Brazos Transit System currently contracts its Woodlands Express commuter system in Montgomery County to the private sector. The current contractor for commuter bus operations is a woman owned business. This service springs from a 1,000 car park and ride lot in the Woodlands. Transportation services, security, maintenance, and ground keeping are all contracted to the private sector. Private sector contracts in these areas of effort for the period currently exist in Brazos, Montgomery, Galveston, Walker, Angelina, and Washington Counties. In the matter of facilities planning, architectural work, engineering, and transportation consultation activities in all locations BTS contracts all to the private sector.

b. Transportation services expansion and facilities procurement in 1996 through 1998 is giving and will continue to give private sector bidders opportunity to be involved in BTS projects in a variety of ways. Consultation, construction, renovation, engineering, architectural planning, transportation planning, and transportation services have been and will continue to be made available to the private sector on a bid basis in the manner prescribed by Federal and State law. Private sector contracts for the period are already in place in the counties of Brazos, Montgomery Walker, Angelina, and Titus. BTS has been able to offer a better quality of service at a more affordable rate of cost in the past as a result of contracting to members of the private sector. There is every reason to think that this practice will continue to be the action course of choice in the future.

# BRAZOS TRANSIT SYSTEM
# PUBLIC/PRIVATE SECTOR INVOLVEMENT POLICY
# BRAZOS VALLEY COMMUNITY ACTION AGENCY

1. Brazos Transit System will give notice to and early consultation with private providers in plans involving new or restructured service. This notice will be in the form of a newspaper ad requesting a public hearing for fare or service changes as well as direct correspondence with those who have asked to be placed on a bidders list. Copies of all such newspaper ads will be retained in BTS files and a copy will be sent to Federal Transit Administration. BTS will also give private providers an opportunity to periodically re-examine existing service.

2. BTS will review and examine each route every three years to determine if a private enterprise could more efficiently operate that route.

3. To determine how new and restructured services will be evaluated to make a decision as to whether they may be more efficiently operated by a private sector operator, BTS will retain a consulting firm to access the BTS position and make a determination pursuant to a competitive bid process.

4. BTS will use costs as a primary factor in making private/public decisions. BTS will not sacrifice quality and integrity in transportation performance in order to utilize a low bidder will make every effort to assure the best performance for dollars spent.

5. In the event of a disputed original decision in private/public matters the following process will be followed in order to resolve that dispute.

   a. Complainant will contact the BTS administrator and make know the complaint in writing. The BTS administrator will review the complaint, investigate, and respond in writing to complainant within fifteen (15) working days.

   b. Should complainant wish to appeal the administrator's decision a written complaint will be filed with the Chief Administrator of BVCAA. The Chief Administrator will review the complaint, investigate, and respond in wring to complainant within ten (10) working days.

   c. Should complainant wish to appeal the Chief Administrator's decision he will file a written complaint to the Board of Directors of BVCAA. The Board of Directors of BVCAA will make the complaint an agenda item for the next scheduled meeting of the Board. Complainant may appear before the Board at that time, with or without representation. Cost of representation will be borne by complainant. A written response will be sent to the complainant within three (3) working days of that meeting.

6. Majoring restructuring of service is defined as the addition of routes, elimination of routes, lengthening of headway times, or elimination of service.

7. BTS will submit a copy of this local policy to the local MPO each year prior to the completion of the TIP/AE.

BRAZOS TRANSIT SYSTEM
DOCUMENT FOR 1996-1998
TRANSPORTATION IMPROVEMENT PROGRAM

This document has been prepared in conformance with Section 4B of the Federal Transit Administration's Guide on documentation of Private Enterprise Participation in Urban Mass Transportation Programs as published in the Federal Register on January 24, 1986.

Since 1986 Brazos Transit System has followed a policy of contracting Public Transportation elements to private sector contractors. Since that date there has been continuing private sector contracting on the part of Brazos Transit System. In February of 1992 the Board adopted a broadened local private sector policy process. In April, 1993 the Board of Directors formally approved this amended and expanded policy. This is a review of BTS involvement in the Transportation Improvements Program in the various TxDOT Districts included in the BTS service area.

1. Local Private Sector Policy Process

a. Public hearings give the private sector an opportunity for involvement in planning of capital, planning, and operations projects. Exposure to the appropriate Council of Governments or Regional Planning Council of proposed projects gives another opportunity for public input. In each applicable location the local Metropolitan Planning Organization reviews proposed projects.

b. Written notice of all proposed projects is published in a local newspaper of general circulation. Letters are written to all known private sector providers who will be affected by a proposed project. These notifications describe the nature of the project and their services to be evaluated. It invites comment with regard to the capability and interest of private sector businesses.

2. Ongoing Services

a. Brazos Transit System currently contracts its shuttle to the Galveston Texas Medical Branch in Galveston County and its Woodlands Express commuter system in Montgomery County to the private sector. The current Montgomery County contractor for commuter bus operations is a Woman Owned Business. This service springs from a 1,000 car park and ride lot in the Woodlands and a 600 car park and ride in Conroe. Transportation services, security, maintenance, and ground keeping for the two Montgomery County locations are all contracted to the private sector. Transportation services in both Montgomery County and Galveston County are contracted to the private sector. In addition, private sector contracts in these areas of effort for the period currently exist in Brazos, Montgomery, Galveston, Walker, Angelina, and Washington Counties. In the matter of facilities planning, architectural work, engineering, and transportation consultation activities in all locations BTS contracts all to the private sector.

b. Transportation services expansion and facilities procurement in 1996 through 1998 is giving and will continue to give private sector bidders opportunity to be involved in BTS projects in a variety of ways. Consultation, construction, renovation, engineering, architectural planning, transportation planning, and transportation services have been and will continue to be made available to the private sector on a bid basis in the manner prescribed by Federal and State law. Private sector contracts for the period are already in place in the counties of Brazos, Montgomery, Walker, Angelina, and Titus. BTS has been able to offer a better quality of service at a more affordable rate of cost in the past as a result of contracting to members of the private sector. There is every reason to think that this practice will continue to be the action course of choice in the future.

1996-1998 Projects;

Angelina Brazos, Burleson, Grimes, Leon, Liberty, Madison, Montgomery, Polk, Robertson, Sabine, Shelby, San Augstine, San Jacinto, Walker, and Walker Counties - Section 18 Transit Service

Brazos, Angelina, Montgomery Counties - Section 16 Procurement

City of Bryan/College Station - Section 9 Transit Service

City of Galveston - Section 9 Transit Service

Montgomery County - Construction, Park & Ride, Transit Corridor

Anglina County - Construction, Transit Center

Brazos County - Construction, Transit Center

Walker County - Construction, Transit Center

# APPENDIX G

# Excerpt of
# PUBLIC INVOLVEMENT PLAN
# (TIP Information only)

### Public Meetings

Meetings to receive public comment will be held prior to the adoption or major amendment of the Metropolitan Transportation Plan or Transportation Improvement Program. Public meetings for other significant plans such as the UPWP and the Transportation Public Involvement Plan will also be held and are further described in other sections of this document. All public meetings shall be held in locations accessible to the disabled and near bus routes in counties with mass transit. Reasonable accommodations for those with hearing disabilities and/or other disabilities will be made for these public meetings, provided that H-GAC receives at least a 24 hour notice. A yearly schedule of Transportation Policy Council meeting dates and the Transportation Improvement Program development schedule shall be published in regional newspapers and the H-GAC Transportation newsletter. H-GAC shall hold an annual public meeting to review the planning development process with the general public.

In addition to the centrally located public meetings that are held regarding the Transportation Improvement Program or the Metropolitan Transportation Plan, the opportunity to have a public meeting in the outlying areas will be advertised in their local daily and weekly newspapers if meetings have not already been scheduled in those areas. If there is a response to these advertisements, a meeting will be scheduled in the appropriate part of the region.

### Responses to Public Comment

A 30 day public comment period will be observed prior to the adoption or major amendment of the Transportation Improvement Program, the Metropolitan Transportation Plan, the Unified Planning Work Program and any other significant regional transportation plans. A record of all comments and their responses regarding the Transportation Improvement Program and Metropolitan Transportation Plan shall be kept and printed as an appendix in the final documents.

### Advertisements and News Releases

H-GAC will strive to place display advertisements or legal notices in general circulation daily and weekly newspapers throughout the region and the Texas Register thirty days prior to the public meetings for adoption of regional plans and programs. There will be a minimum of ten days' notice of these meetings. News releases will be issued, throughout the region or in the appropriate part of the region, to newspapers, the electronic media, civic organizations, elected officials and magazines interested in health and air quality issues in the eight county region regarding regional planning activities and public meetings. Articles will also be submitted to the editors of newsletters for organizations such as transit authorities and bicyclist interest groups.

## TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is the implementation mechanism by which the objectives of the Metropolitan Transportation Plan are reached. Transportation projects requiring federal funding are ranked each year by the Technical Advisory Committee which provides its recommendations to the Transportation Policy Council. The Technical Advisory Committee prioritizes projects according to their benefit to the region and conformity to the goals of the Metropolitan Transportation Plan, as well as compliance with air quality and environmental regulations, consideration of land use issues, congestion management needs and economic impact to the area.

The TIP process begins with an advertised call for proposed projects. Several public meetings are held to discuss project proposals, the project ranking and selection process, and to review air quality conformity analysis of projects. A 30 day public comment period and a public meeting are held prior to adoption of the Transportation Improvement Program. Public meetings and an additional 30 day comment period will also be observed as a result of a major amendment to the TIP. A major amendment is classified as the addition or a deletion of a project with an implementation cost exceeding $1 million, *excluding rehabilitation, maintenance and safety projects.* Public comment on project additions or deletions of less than $1 million may be sought at the discretion of the Transportation Policy Council. As long as a project's description, scope or expected environmental impact have not materially changed, the Transportation Policy Council may approve changes to project funding without benefit of a separate public meeting. Written comments on the Transportation Improvement Program and their responses will be included in an appendix to the final plan.

*NEWS...NEWS...NEWS...*

Date: August 22, 1995

Embargoed for August 24, 1995
3:00 PM CST

Issued By: Kathy Lang, Public Information Planner
(713) 627-3200 ext. 501

Subject: Meeting on 1996 Transportation Improvement Program

**PUBLIC MEETING TO DISCUSS PROJECTS IN THE**

**DRAFT 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**

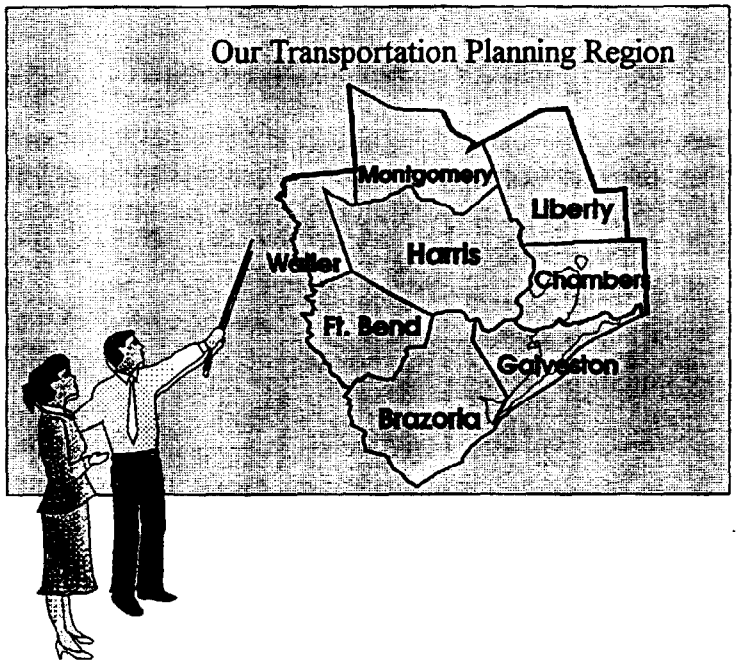
The Houston-Galveston Area Council (H-GAC) will hold a public meeting on September 13th at 5:30 p.m. in Conference room A on the 2nd floor at 3555 Timmons Lane to discuss projects and funding amounts being considered for the Transportation Improvement Program (TIP). The TIP is a rolling three year, fiscally restrained programming document which allocates federal funding to specific transportation improvement projects. The TIP also serves as the instrument by which larger projects, such as the continuing construction of Beltway 8, are recommended by our Transportation Policy Council for inclusion in the Statewide Transportation Improvement Program. Due to funding constraints, this year's TIP process did not begin with a call for new project submissions, but rather reprogrammed funds within the three year time frame. As a result, some projects are recommended for slightly reduced funding or had their letting date adjusted to meet the "balanced budget" requirement for transportation plans such as the TIP. At its meeting held August 25th, the Transportation Policy Council approved the start of the public comment period on the TIP. A second public meeting is scheduled for October 11, 1995 to discuss the air quality impacts of TIP projects.

To request a copy of the draft project listing and financial plan, please contact Ms. Jacqueline Baly-Chaumette, at (713) 627-3200 ext. 551 or write to H-GAC, Attn. TIP Project Manager, P.O. Box 22777, Houston, Texas 77227-2777. The public is welcome to comment at the public meeting or submit written comments if postmarked by September 20, 1995.

#

# Public Meeting on the Transportation Improvement Program for 1996-1998

The **Houston-Galveston Area Council** (H-GAC) will hold a public meeting on September 13th at 5:30 p.m. in Conference room A (2nd floor) at 3555 Timmons Lane to discuss projects and funding amounts being considered for the Transportation Improvement Program (TIP). The TIP is a three year, fiscally restrained programming document which allocates federal funding to specific transportation improvement projects. A second public meeting is scheduled for October 11th to discuss the air quality impacts of TIP projects.




To request a copy of the draft project listing and financial plan, or if you are interested in having a public meeting on the TIP in your area, please contact Jacqueline Baly-Chaumette, at (713) 627-3200 ext. 551 or write to H-GAC, Attn. TIP Project Manager, P.O. Box 22777, Houston, TX 77227-2777. The public is welcome to comment at the public meeting or submit written comments if postmarked by September 20, 1995. In compliance with the Americans with Disabilities Act, H-GAC will provide for reasonable accommodations for persons attending H-GAC functions with at least 24 hours' notice.

## Public Meeting on the Transportation Improvement Program for 1996-1998

The Houston-Galveston Area Council (H-GAC) will hold a public meeting on September 13th at 5:30 p.m. in Conference room A (2nd floor) at 3555 Timmons Lane to discuss projects and funding amounts being considered for the Transportation Improvement Program (TIP). The TIP is a three year, fiscally restrained programming document which allocates federal funding to specific transportation improvement projects. A second public meeting is scheduled for October 11th to discuss the air quality impacts of TIP projects.

To request a copy of the draft project listing and financial plan, or if you are interested in having a public meeting on the TIP in your area, please contact Jacqueline Baly-Chaumette, at (713) 627-3200 ext. 551 or write to H-GAC, Attn. TIP Project Manager, P.O. Box 22777, Houston, TX 77227-2777. The public is welcome to comment at the public meeting or submit written comments if postmarked by September 20, 1995. In compliance with the Americans with Disabilities Act, H-GAC will provide for reasonable accommodations for persons attending H-GAC functions with at least 24 hours' notice.

Houston Chronicle
August 27, 1995

# APPENDIX H

# PUBLIC COMMENTS

# City of La Porte

*Established 1892*

September 20, 1995

Mr. Alan Clark
MPO
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

RE: Transportation Improvement Program (TIP) Projects #CSJ 0389-12-064 and #CSJ 0502-01-159

Dear Mr. Clark:

The City of La Porte offers the following comments on information given to Councilman Guy Sutherland on the 1996-1998 draft Transportation Improvement Program (TIP) Project Listing and Financial Plan.

You may not be aware of the positive action the City of La Porte has taken and received in reference to two (2) specific projects within the Transportation Improvement Program, in particular:

1) Project #CSJ 0389-12-064 - SH 146 (0.455 miles north of SH 225, 0.417 miles north of West Barbours Cut Boulevard, construct 3-level interchange over SH 225) and;

2) Project #CSJ 0502-01-159 - SH 225 (0.640 miles west of Strang Road, 0.082 miles west of Strang Road). Construct 8 main lanes and tie-in to SH 146.

The 1996-1998 Draft Transportation Improvement Program Project Listing and Financial Plan has a discrepancy between Chapter 2 and Chapter 6. Specifically Chapter 2, Page 15, Federally Funded Highway Projects, lists the letting date for CSJ 0389-12-064 to be 4-98. In Chapter 6, the Financial Plan lists CSJ 0389-12-064 to be advanced to FY 1996. Please explain the discrepancy between Chapters 2 and 6.

SEP 25 1995

The City of La Porte recommended to the Highway Department that the interchange and SH 225 tie-in be let in FY 1996. We are concerned that the Draft Transportation Improvement Program does not correctly include these projects.

We were advised by District Engineer Milton Dietert on August 23, 1995, that these projects will be let in 1996 and not 1998.

If you have any additional questions, please contact me.

Sincerely,

Robert T. Herrera

Robert T. Herrera
City Manager

c: Norman Malone, Mayor
Guy Sutherland, Councilman
John Joerns, Assistant City Manager

attachment

# FY 1996-98 TRANSPORTATION IMPROVEMENT PROGRAM

# SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA

Public Meeting Dates February 15, 21, & 28,1995 & March 7,1994

Approved by Policy Committee: July 24, 1995

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# I. INTRODUCTION

Transportation is a dominant factor in every person's life. The ability to travel can influence the economic status, social status, and overall standard of living of people. The economy and other aspects are affected by the overall performance and condition of transportation as a functional, operating system. Without the continued growth and improvement of our transportation systems, our economy and standard of living may be drastically altered. Many urban area activities are determined or at least effected by the mobility limitations of its population and the economic activities in which the populace engage. The basic reason and purpose behind transportation planning is to insure that the transportation system will be able to meet the future needs of the people and provide for continued growth and development.

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis. To accomplish this process in San Antonio, an agreement was reached in 1963 between the City of San Antonio, County of Bexar, and the Texas Department of Transportation (TxDOT) which established the San Antonio-Bexar County Urban Transportation Study (SABCUTS). This agreement was updated and re-executed in 1968, 1974, and 1977. The Metropolitan Transit Authority (VIA Metropolitan Transit) became a signatory party to the agreement in 1978.

In 1974, the Alamo Area Council of Governments was designated by the Governor of Texas as the Metropolitan Planning Organization (MPO) for the San Antonio urbanized area. In this capacity, AACOG was a forum for cooperative decision-making by principal elected officials of general purpose local governments, and bore responsibility for maintenance of the urban transportation planning process.

In August, 1977, the Governor of Texas designated the San Antonio - Bexar County Urban Transportation Study or SABCUTS Steering Committee as the MPO for the San Antonio urbanized area. This committee, composed of seven elected officials and eight appointed officials, provides a forum for cooperative decision-making policy guidance to the transportation planning process.

In December 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into effect by President George Bush. The ISTEA gave a clearer purpose and definition to transportation planning. The passage of this act granted unprecedented flexibility to local officials in addressing their communities' transportation needs.

The ISTEA established a new Federal-Aid system, the National Highway System (NHS). The NHS includes the Interstate System, routes with strategic purpose, principal arterials that provide regional service, and routes that access major airports, ports, and other transportation facilities. In addition to NHS, the ISTEA allows the use of Federal Highway funds to be utilized by those roads which have been functionally classified under the Federal-Aid System.

The Surface Transportation Programs (STP) established by ISTEA, has allowed funding for more nontraditional transportation projects. Projects that provide bicycle facilities, pedestrian walkways, fringe and corridor parking, and carpool and vanpool projects may now be considered for funding. Scenic Highways and preservation of historic transportation facilities have also become eligible for

federal funds. STP funds may now be used for capital and operating costs for traffic management and may fund transit projects and publicly owned bus facilities. While allowing for greater flexibility through NHS and STP, the ISTEA dedicates funding especially for Safety Construction projects and Transportation Enhancement activities in an attempt to blend transportation systems into the livable community which supports it.

## II. PURPOSE

As part of the urban transportation planning process, the Transportation Improvement Program (TIP) addresses federal regulations administered by the United States Department of Transportation. It is required, as a condition of the receipt of federal capital or operating assistance, to maintain the transportation system covered by the continuing, cooperative and comprehensive transportation planning process. Essentially, the TIP is developed to ensure that implementation of the transportation plan is done in a orderly manner.

The TIP outlines a program of federally assisted transportation projects that will be implemented over a three year period. Projects not included in the approved TIP are ineligible to receive federal transportation assistance. The TIP consists of projects that are to be executed over the next three fiscal years. Priorities are demonstrated by grouping projects into the one-to-three year time frame. Also included in this document are realistic estimates of costs and revenues for the program period.

The development of the TIP does not end the planning process. Once the TIP is prepared, the process must continue so that the following year's projects and programs can be selected and coordinated. The continuing process is designed to ensure coordination with existing regional plans and programs to avoid duplication and planning inconsistencies.

The construction and improvement of roadways and transportation facilities proposed in the TIP will have a positive impact on mobility throughout an urbanized area. Some improvements will affect conditions only within the area in which they are located, yet the impact of others will extend far beyond their immediate locations. These transportation improvement projects can be expected to decrease accidents, reduce congestion , lower maintenance and operating costs, reduce air pollution, conserve energy, and help maintain a high level transportation system beneficial to the entire area.

## III. DEFINITION OF AREA

Planning activities for the Transportation program will be concentrated within Bexar County, and a small portion of Comal and Guadalupe Counties. Figure 1 shows the study area which encompasses over 1,200 square miles. Nearly 80 percent of the population resides within the incorporated limits of San Antonio which encompasses over 262 square miles. San Antonio is the third largest city in Texas. Like many large urban areas, rapid growth and development have contributed to ever-increasing needs in transportation.

## IV. PUBLIC INVOLVEMENT PROCESS

The Public Involvement Process provided for the proactive involvement of citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties in the development and annual update of the FY 1996-1998 Transportation Improvement Program. Our goal was to develop, with the public, effective involvement processes designed for and responsive to local conditions. Performance standards for these processes included early and continuous public involvement; reasonable public access to technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs;

open public meetings; and open access to the transportation planning and decision-making process.

All meetings of the Metropolitan Planning Organization Transportation Steering Committee and its Technical Advisory Committee are subject to the Texas Open Meetings Act and were open to the public. Meeting notices are sent to the Texas Secretary of State, published in the Texas Register, and posted both at the Bexar County Courthouse and the Metropolitan Planning Organization (MPO) offices in accordance with the Texas Open Meetings Act. All MPO meetings are accessible to disabled persons.

To update the Transportation Improvement Program (TIP), the MPO held an initial public meeting in October 1994 to explain the process and begin the call for projects. Notices were mailed to the MPO's Master Mailing list of approximately 500 neighborhood associations, civic organizations, environmental groups, public libraries, interested individuals, and the media announcing the initial meeting and call for projects. An initial nomination list of 67 Surface Transportation Program - Metro Mobility (STP-MM) improvement projects totaling approximately $90 million was compiled and distributed to the organizations and individual Master Mailing list as well as all October 1994 meeting attendees.

With only approximately $15 million in STP-MM funding available for FY 1998, the initial list had to be reduced through a selection process which incorporated both technical merit and public support for the projects. To get a feeling for degree of public support for each project, four identical public meetings were held in February and March 1995 - one in each quadrant of the MPO study area. The theme for the meetings was a "transportation improvement project sale" at which citizens attending the meetings were provided a packet of MPO "play money" worth $15 million. After explaining the MPO and TIP process, attendees were asked to "vote" for their preferred projects by purchasing those projects with their play money. This required them to make choices between the projects and reinforced the idea of limited resources. Citizens were also allowed to speak for or against projects on the list prior to the "sale." The money for each project was counted to get an estimate of how many people favored it. Finally, a summary of how many people purchased and spoke for projects was compiled to indicate degrees of public support or opposition to the various projects. Comments made on projects were summarized and provided to the Transportation Steering Committee to aid in project selection.

Following the Technical Advisory Committee's (TAC) review, Technical Criteria and results of the public meetings were made available to the public at the TSC meeting held to discuss project selections. The public was again allowed to speak on the projects and TIP process at all TSC meetings. There were two TSC meetings held before the final selection of STP MM projects in April 1995. Projects for the other funding categories were selected in the normal two step process as outlined in the MPO's Public Involvement Process (PIP). A copy of the MPO PIP is in Appendix A.

## V. PROJECT SELECTION PROCESS

The San Antonio-Bexar County Metropolitan Planning Organization's (MPO) project selection process is closely integrated with the public involvement process. The project selection process begins with the call for projects in which the public is able to suggest projects to the implementing agencies. Project nomination forms were distributed to the public with the call for projects. Those nomination forms completed and submitted to the MPO were forwarded to the appropriate implementing agency.

Each implementing agency (City of San Antonio, Suburban Cities, the Texas Department of Transportation VIA Metropolitan Transit and Bexar County) goes though their own project evaluation and ranking process before projects are submitted to the MPO. The end result of their selection

process is a formal submittal of projects to be considered for inclusion in the TIP.

Projects are either selected by the MPO in consultation with the State (TxDOT) and transit operator (VIA) or selected by the State (TxDOT) in cooperation with the MPO. Projects selected by the MPO are those which are to be funded with Surface Transportation Program-Metro Mobility (STP-MM); Federal Transit Authority (FTA) Section 9 and FTA Section 16 federal funds and Urban Street Program state funds. The project evaluation process used by the MPO follows:

**Surface Transportation Program-Metro Mobility**

The sixty-seven projects submitted were grouped and evaluated by type of project. The categories of projects were taken from the Long Range Transportation Plan and consisted of capacity increase (adding through lanes to a facility), preservation of the system (reconstruction, rehabilitation or upgrading a facility without adding through lanes), pedestrian (upgrading and/or reconstruction of a facility for pedestrian *movement* only), and bicycle (construction and/or upgrading a facility for bicycle *movement* only) . The evaluation process began by collecting data for each project. Data collected for each project included roadway functional classification; existing and proposed number of travel lanes; existing traffic volumes; 1990 TxDOT traffic counts and capacity; volumes and capacities from the 2015 travel model; volume to capacity ratios; transit system bus counts and number of riders; accident data; existing facility condition; additional right-of-way requirements; degree of difficulty of utility adjustments; environmental concerns; and photographs. Based on the amount of data available, criteria was decided upon for each category except bicycle, so that each project could be technically scored. Generally the criteria addressed consistency with local policy and plans; safety; ease of project implementation; impact to the travelling public; congestion relief; and condition of the existing facility. A blank score sheet for each category of work is included in Appendix B. The technical scores, agency priorities and public comment summaries were presented to the Transportation Steering Committee to use as tools to determine the best use of the funds for this area. The Transportation Steering Committee made the final selection of projects funded. Projects selected for the TIP are in conformance with the Long Range Transportation Plan.

**Urban Street Program**

The eight projects submitted for the Urban Street Program were evaluated in the same manner as the STP-MM projects in the preservation category. A blank score sheet is also included in Appendix B. The Transportation Steering Committee made the final selection of projects funded. Projects selected for the TIP are in conformance with the Long Range Transportation Plan.

**FTA Section 16**

The eighteen applications submitted for Section 16 funding in the MPO area were scored by a selection committee. The selection committee scored all Section 16 projects for TxDOT's San Antonio district twelve county area. The scoring considered coordination with other providers, operational expenses, service needs, maintenance commitment, existing fleet condition, and predicted usage. The selection committee's recommendation was reviewed by the Technical Advisory committee and a recommendation was forwarded to the Transportation Steering Committee. The Transportation Steering Committee made the final selection of projects funded. Projects selected for the TIP are in conformance with the Long Range Transportation Plan.

**FTA Section 9**

Projects submitted by the transit operator (VIA Metropolitan Transit) for Section 9 funding were previously reviewed and approved by the transit operator's policy board. Projects were reviewed by the Technical Advisory Committee and forwarded to TSC along with any comments received. The TSC made final project selection approval.

Though projects in the remaining funding categories are selected by the State (TxDOT) the Transportation Steering Committee did review the projects and have concurred with the selection of those projects.

## VI. PROGRESS FROM PREVIOUS YEAR

Major projects from last year's TIP that have been implemented are:

*FY 94 Rollover Highway Projects*

| | | |
|---|---|---|
| 162A | Gillette Boulevard | Fr: Zarzamora To: Poteet Jourdanton (SP422)<br>Reconstruct and widen 2 lane to 4 lane w/ continuous left turn lane |
| 341 | Judson and Nacogdoches | At Nacogdoches Rd (FM2252)<br>Widen to construct left turn lanes on EB & WB approaches |
| 134 | Judson Road | Fr: FM 2252 To: IH 35<br>Reconstruct 2 ln to 4 ln w/ cont. lt. turn ln. |
| 503 | Sys. Wide Traffic Signal | Replace traffic signal controllers and pedestrian signals controller Upgrades |
| 682 &A | Toepperwein Road | Fr: Raintree Forest To: IH 35<br>Reconstruct & widen to 4 lanes with cont. lt. turn lane |
| 923 | ADA Projects | Various locations in study area |

*FY 1995 Highway Projects*

| | | |
|---|---|---|
| 658 | Culebra | Fr: Loop 410 To: E. Property line of NW Service Center<br>Widen existing street for continuous left turn lane |
| 653 | Culebra | Fr: At Oakhill<br>Widen for left turn lanes and realign Oakhill |
| 42A | Eaglecrest Rd. | Fr: Crestway, North To: City Limits<br>Reconstruct and widen 2 lane rdwy to divided 4 lanes with left turn lanes |
| 123 | FM 1517 (Eckhert Road) | Fr: SH 16 (Bandera) To: Huebner Road<br>Widen to 4 lane divided urban with continuous left turn ln |
| 763 | FM 1518 | Fr: Loop 1604 To: FM 1346<br>Widen and apply two course surface treatment |
| 765 | FM 2537 | Fr: US 281 To: Old Pleasanton Road<br>Reconstruct & widen existing roadway |
| 780 | FM 3351 | North of Leon Springs at SPTC RR<br>Railroad Grade Crossing Replanking |
| 789 | IH 10 | Fr: FM 3351 To: Kendall County Line<br>Refurbish guide signs |
| 788 | IH 10 | Fr: 0.2 mile East of IH 410 To: Caldwell/Gonzales County Line<br>Refurbish Signs |
| 52A | IH 10 | Fr: 0.4 mile North of Wurzbach Road To: 0.9 miles North of Huebner<br>Signing, delineation and pavement markings |
| 50 | IH 10 | Fr: 0.3 mile North of Callaghan Rd. To: 0.4 mile North of Wurzbach Rd.<br>Upgrade to 8 lane freeway & Traffic Mang. Sys. |

| | | |
|---|---|---|
| 50A | IH 10 | Fr: 0.3 mile North of Callaghan Rd. To: 0.4 mile North of Wurzbach Rd.<br>Upgrade to 8 lane freeway & traffic mang. sys. |
| 895 | IH 35 | Fr: FM 482 To: Solms Rd.<br>Upgrade to 6 lane Freeway - Mainlanes only |
| 898 | IH 35 | At Schwab Rd. & Engel Rd.<br>Widen IH 35 Structures to 6 lanes |
| 691 | IH 410 | Fr: 0.5 mile West of SH 16 To: 0.5 mile East of Zarzamora St.<br>Install illumination |
| 72A | IH 410 | Fr: Cherry Ridge To: Jackson Keller<br>Upgrade to 10 lane freeway & traffic mang. sys |
| 783 | Leal Street | At MPRR<br>Flashing Light Signals |
| 910 | Loop 1604 | Fr: SH 16 To: 1.2 miles South of SH 16<br>Signing, Delineation and Pavement Markings |
| 911 | Loop 1604 | Fr: 0.5 mile West of Babcock Road To: SH 16<br>Signing, delineation and pavement markings |
| 927 | Loop 1604 | Fr: SH 16 (Bandera Rd) To: 1.2 Mi. South of SH 16<br>Signing, delineation and pavement markings |
| 136 | O'Connor Road | Fr: Loop 1604 To: Stahl Road<br>Reconstruct 2 lane to 4 lane with cont left turn lane |
| 505 | SA-BC Carpool/Vanpool | Operational costs for Carpool/Vanpool program |
| 869 | School Flasher Program | Provide signs with flashing lights and wheel chair ramps. |
| 786 | SH 151 | At FM 1957 (Potranco Rd.)<br>Construct Overpass |
| 534 | Southcross Boulevard | At Salado Creek<br>Replace bridges and EB & WB approaches |
| 762 | Spur 421 (Bandera Rd) | Fr: Cincinnati Avenue Southeast To: 24th Street<br>Pavement Repairs, Seal and Asphalt Overlay |
| 761 | Spur 421(Bandera Rd.) | Fr: 0.3 mile Southeast of IH 410 To: Cincinnati Avenue<br>Pavement Repairs, Seal and Asphalt Overlay |
| 140B | Thousand Oaks Extension | Fr: Thousand Oaks at Chapala Way To: IH 35<br>Construct 4 lane roadway with continuous left turn lane |
| 686 | US 90 | Fr: Montgomery Road/John D. Ryan Blvd. To: West of San Antonio<br>Construct diamond interchange |
| 767 | US 90 | Fr: Loop 1604 East To: SH 151<br>Refurbish guide signs |
| 921 | US 90 | Fr: 605 FT W. of Hunt Ln. To: SH 151<br>Refurbish guidesigns |
| 784 | Villaret Boulevard | At MPRR<br>Flashing Light Signals |
| 782 | West Kings Highway | At MPRR<br>Flashing Light Signals |

*FY 1995 Transit Projects*

| | | | |
|---|---|---|---|
| 794 | Bus Stop Rehabilitation | – | Bus Stop Improvements - Roadway Improvements |
| 795 | Downtown Circulation Svc | – | Facility Preliminary Design Eng., Land Acquisition & Construction-CBD Circulation Svc. |
| 796 | Headquarters Facility | – | Industrial Effluent Treatment Facility |
| 800 | Headquarters Facility | – | Station Foreman Rehabilitation |

| | | | |
|---|---|---|---|
| 798 | Headquarters/Satellite Facility | – | Closed Circuit TV System |
| 799 | Headquarters/Satellite Facility | – | Telephone System Replacement |
| 801 | Maintenance Building | – | Maintenance Tools and Equipment |
| 802 | Maintenance Buildings | – | Maintenance Garage/Security Doors |
| 803 | Maintenance Facility | – | Crane System Rehabilitation |
| 804 | MIS Equipment | – | Computer Network Extension (Paratransit Bldg) |
| 735 | Operating Assistance | – | for Fiscal Year 1994-95 |
| 808 | Traffic Management System | – | Traffic Management System - Phase III |
| 809 | Transportation Center | – | McCreless Transfer Center |
| 810 | Transportation Center | – | Mission Stadium Transfer Center |
| 814 | Vehicle Procurement | – | Purchase 56 Lift Equipped Buses |
| 815 | Vehicle Procurement | – | Purchase 33 Accessible Paratransit Vehicles |
| 817 | Vehicle Procurement | – | Purchase 6 Pool Cars |
| 819 | Air Force Village II | – | Purchase one 24-passenger vehicle with lift and two way radio |

*FY 1996 Transit Projects*

| | | | |
|---|---|---|---|
| 829 | Headquarters Facility | – | Fleet Expansion, Satellite Facility |
| 832 | Vehicle Monitoring Equip | – | Upgrade/Replace AVM System |

*FY 1997 Transit Projects*

| | | | |
|---|---|---|---|
| 840 | Vehicle Procurement | – | Purchase 6 Pickup Trucks, 2 Cab-Chasis |

## VII. AIR QUALITY ISSUES

The San Antonio-Bexar County urbanized area is an attainment area. In order to maintain this status, every effort is taken to minimize negative impacts to air quality. Projects which reduce congestion such as the many intersection improvements shown in the TIP reduce vehicle idle time and start and stop movements, thus reducing the amount of pollutants. The car/van pool program is a method to reduce the number of vehicles in operation. The various transit projects and support of such projects indicate the commitment of this area to minimize negative impacts to air quality.

## VIII. AMERICANS WITH DISABILITIES ACT (ADA)

A majority of the projects in the TIP include enhancements to make the various transportation amenities accessible to the disabled. All federally funded transportation projects will be developed in compliance with the ADA. Projects specifically programmed to implement ADA plans include the following lift equipped vehicles for transit projects:

| | | |
|---|---|---|
| 2816 | Vehicle Procurement | Purchase 15 Alternative Fuel Lift Equipped Replacement Streetcars |
| 2855 | Vehicle Procurement | Purchase 21 Expansion Paratransit Lift Equipped Vehicles |
| 2846 | City of San Antonio Supportive Services | Purchase one type I van w/ lift |
| 2852 | Riverside Healthcare, Inc. | Purchase one type I van w/ lift |
| 2853 | Route Restructure/Transfer Center | Near Northside Route Resturcture Neighborhood Transfer Facility |
| 2833 | Vehicle Procurement | Purchase 38 alternative fuel and LE expansion 40' buses |
| 2834 | Vehicle Procurement | Purchase 121 alternative fuel and LE replacement 40' buses |
| 2843A | Vehicle Procurement | Purchase 112 alternative fuel and LE replacement paratransit vehicles |

2843B Vehicle Procurement Purchase 52 alternative fuel and LE expansion paratransit vehicles
2861 Transit passenger facilities
Northeast Route Restructure Neighborhood Transfer Facility
2862 Transit passenger facilities
Southwest Route Restructure Neighborhood Transfer Facility
2863 Transit passenger facilities Northwest Route Restructure Neighborhood Transfer Facility
2877 Vehicle Procurement Purchase 17 40' LE alternative fuel expansion buses
2873 Transit passenger facilities Northcentral Neighborhood Route Restructure Neighborhood Transfer Facility
2874 Transit passenger facilities East Neighborhood Route Restructure Neighborhood Transfer Facility
2875 Transit passenger facilities South Neighborhood Route Restructure Neighborhood Transfer Facility
2876 Transit passenger facilities West Neighborhood Route Restructure Neighborhood Transfer Facility
2842 Vehicle Procurement Purchase 11 replacement LE and alternative fuel streetcars
2878 Vehicle Procurement Purchase 44 LE and alternative fuel replacement paratransit vehicles

# IX GLOSSARY

## PROJECT LISTINGS

**CSJ** Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program(PDP).

**PROJ ID** Project Identification - Code assigned by the MPO for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.

**F. CLASS** Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are:

| | |
|---|---|
| IH- | Interstate Highways |
| FWY/EXP- | Urban Freeways and Expressways |
| PA- | Principal Arterials |
| MA- | Minor Arterials |
| C- | Urban Collectors |
| RMjC- | Rural Major Collectors |
| RMnC- | Rural Minor Collectors |
| L- | Urban and Rural Local Streets and Roads |

**FED PROG** Federal Funding Category - Major categories of Federal funding as established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Categories are:

| | |
|---|---|
| IC - | Interstate Construction |
| IM - | Interstate Maintenance |
| NHS - | National Highway System |
| STP - | Surface Transportation Program |
| CMAQ - | Congestion & Mitigation Air Quality Funds |
| Bridge - | On/Off System Bridge Rehabilitation |
| DSB - | Donor State Bonus Funds |
| MA - | Minimum Allocation Funds |
| FLHP - | Federal Land Highway Program |
| FTA - | Federal Transit Administration Funding |

**PHASE** Project Phase for Federal Funding (E-Preliminary Engineering, R-Right of Way Acquisition, & C-Construction)

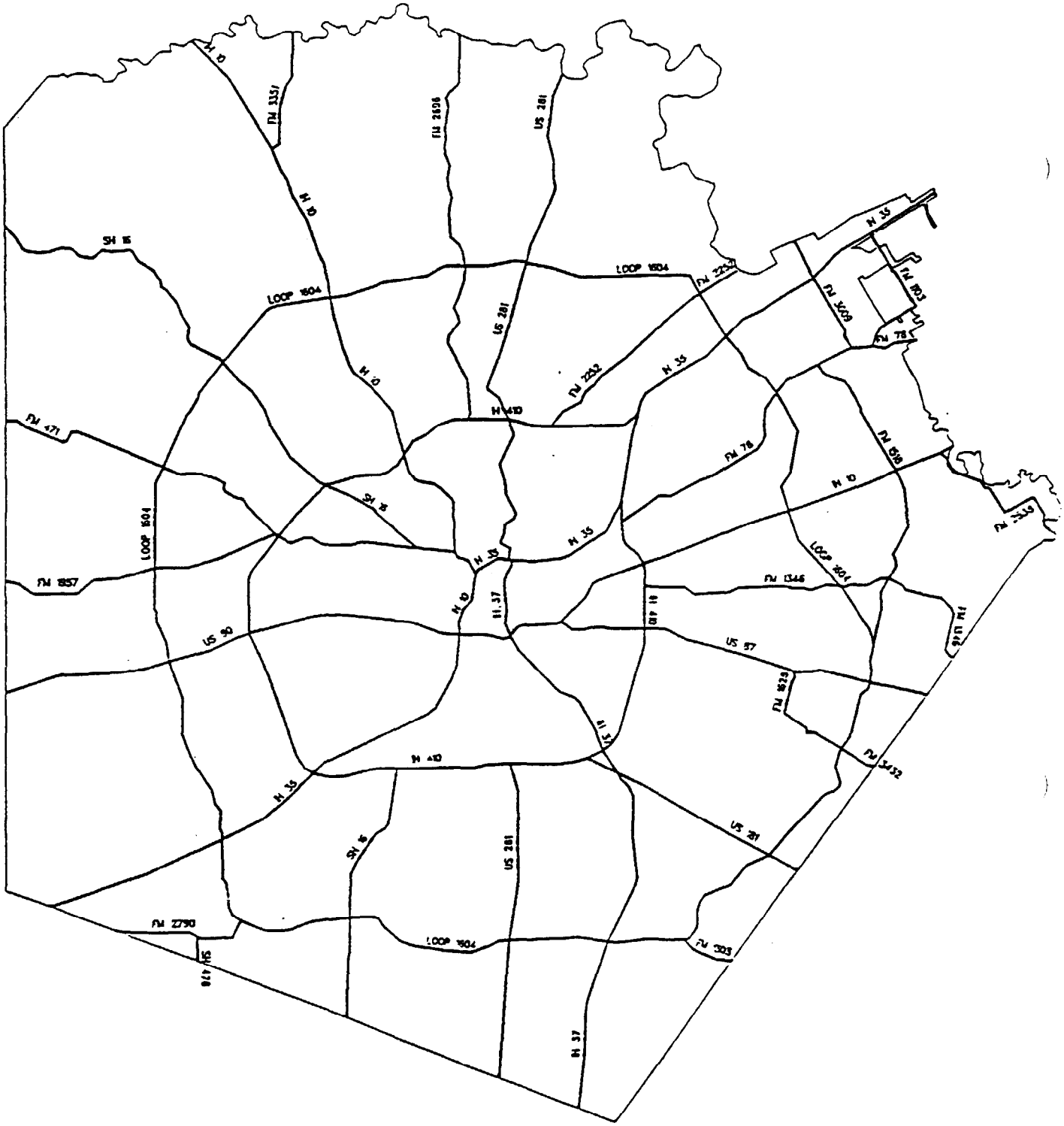
## STATE FUNDING CATEGORIES

The categories for funding transportation improvements within the MPO study area are as follows:

| Abbreviation | | Description |
|---|---|---|
| 2 | IM | **Interstate Maintenance** - Maintenance activities on Interstate Highway System |
| 3A | NHS Mobility | **National Highway System Mobility Funds** - Interstates and principal arterials only; competition on statewide basis. |

| | | |
|---|---|---|
| 3C | NHS Rehab | **National Highway System Rehabilitation Funds** - Interstates and principal arter only; competition on statewide basis. |
| 3D | NHS Traffic Management | **National Highway System Traffic Management Funds** - Interstates and principal arterials only; Intelligent Vehicle Highway System projects with competition for funding on a statewide basis. |
| 3E | NHS Misc. | **National Highway System Miscellaneous Funds** - Interstates and principal arterials only; competition on statewide basis. |
| 4A | STP Safety | **Surface Transportation Program Safety Funds** - 10% set aside required by law; competition on statewide basis. |
| 4B | STP Enhance | **Surface Transportation Program Transportation Enhancement Funds** - 10% set aside required by law; competition on statewide basis. |
| 4C | STP MM | **Surface Transportation Program Metro Mobility Funds** - $15.6 Million suballocated to this area annually based on population; competition on a local basis. |
| 4E | STP RM | **Surface Transportation Program Rural Mobility Funds** - funds allocated to rural areas based on population; competition on a districtwide basis. |
| 4F | STP Rehab | **Surface Transportation Rehabilitation Funds** - competition on statewide basis. |
| 6A | Bridge-On Sys | **Bridge Replacement and Rehabilitation Program Funds** - on State System; competition on statewide basis. |
| 6B | Bride-Off Sys | **Bridge Replacement and Rehabilitation Program Funds** - off State System; competition on statewide basis. |
| 7 | St. P.M. | **State Preventive Maintenance** |
| 8A | FM/RM Rehab | **State Farm to Market Road Rehabilitation** |
| 8B | FM/RM Sys Exp | **State Farm to Market Road System Expansion** |
| 10A | Traffic Control Devices | **State Funded Rehabilitation of Signals, Signs, Pavement Markings and Railroad Crossing Replanking Program**; non-Federal; competition on statewide basis. |
| 10B | Rehab TMS | **State Funded Rehabilitation of Traffic management Systems**; non-Federal; competition on statewide basis. |
| 11 | St. Dis. | **State Funded Discretionary Program**; non-Federal; competition on statewide basis. |
| 13 | S F M | **State Funded Mobility Program**; non-Federal; competition on statewide basis. |
| 13D | U S P | **Urban Street Program**; non-Federal; annual state allocation; competition on a local basis. |
| 15 | F D P | **Federal Demonstration Projects**; based on projects identified in ISTEA '91. |

| | |
|---|---|
| **F D A F** | **Federal Defense Access Funds**; allocated through the Department of Defense. |
| **18 PASS** | **Principal Arterial Street System**; on-Federal funding for previously committed projects; competition on a statewide basis. |
| **Section 3** | **Federal Transit Administration Discretionary Capital Funds** - competition on nationwide basis |
| **Section 9** | **Federal Transit Administration Urban Formula Capital and Operating Funds** - $11.4 M suballocated to this area by formula; competition on local basis. |
| **Section 16** | **Federal Transit Administration Funds for Elderly and Disabled Transportation**; available to private and public non-profit organizations; competition on local basis. |
| **Section 18** | **Federal Transit Administration Rural Transit Capital and Operating Funds**; competition on statewide basis. |




San Antonio - Bexar County Metropolitan Area

Figure 1

# FEDERALLY FUNDED

# HIGHWAY PROJECTS

**FEDERALLY FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1996 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Comal<br>TxDOT<br>0016 - 05 - 094 | IH 35<br>Fr: Guadalupe Co. Ln.<br>To: 0.1 Mi. N. of FM 482 (FM 2252)<br>Rehabilitate freeway (mainlanes & frontage rds) | 896<br>IH<br>0.5 MI | IM<br>2<br>C<br>1109 | $990,000<br>$110,000 STATE<br><br>**$1,100,000** | December 1995<br><br><br>**Additional Funding Cat. 3A** |
| San Antonio<br>Guadalupe<br>TxDOT<br>0016 - 06 - 038 | IH 35<br>Fr: FM 3009<br>To: Comal Co. Ln.<br>Rehabilitate freeway ( mainlanes & frontage rds) | 60 B<br>IH<br>1.3 MI | IM<br>2<br>C<br>1109 | $3,510,000<br>$390,000 STATE<br><br>**$3,900,000** | December 1995<br><br><br>**Additional Funding Cat. 3A** |
| San Antonio<br>Bexar<br>TxDOT<br>0017 - 09 - 071 | IH 35<br>Fr: IH 10<br>To: Loop 13<br>Planing, seal coat and asphaltic overlay | 954<br>IH<br>2.9 MI | IM<br>2<br>C<br>1109 | $1,068,570<br>$118,730 STATE<br><br>**$1,187,300** | February 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0017 - 10 - 198 | IH 35<br>Fr: IH 37<br>To: Salado Creek<br>Planing , seal coat,<br>and asphaltic overlay | 955<br>IH<br>3.6 MI | IM<br>2<br>C<br>1109 | $843,390<br>$93,710 STATE<br><br>**$937,100** | February 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 05 - 106<br>0521 06 076 | IH 410<br>Fr: SH 16<br>To: IH 37<br>Planing, seal coat and asphaltic overlay | 956<br>IH<br>8.7 MI | IM<br>2<br>C<br>1109 | $887,310<br>$98,590 STATE<br><br>**$985,900** | February 1996 |
| San Antonio<br>Bexar, Etc.<br><br>0915 - 00 - 058 | VA<br>District Wide<br><br>Replace Guardrail Terminal Anchor Sections | 960 | IM<br>2<br>C<br>1109 | $326,700<br>$36,300 STATE<br><br>**$363,000** | January 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0025 - 09 - 058 | FM 78<br>Fr: IH 410 Connection East<br>To: 0.1 MI East of Ackerman Rd.<br>Upgrade to 4 lanes with continuous center turn lane | 118<br>PA<br>2.4 MI | NHS Mobility<br>3A<br>C<br>1109 | $3,497,120<br>$874,280 STATE<br>$0<br>**$4,371,400** | November 1995 |
| San Antonio<br>Comal<br>TxDOT<br>0016 - 05 - 079 | IH 35<br>Fr: Guadalupe Co. Ln.<br>To: 0.1 MI. N. of FM 482 (FM 2252)<br>Upgrade to 6 lane freeway<br>(mainlanes & frontage rds) | 893<br>IH<br>0.5 MI | NHS Mobility<br>3A<br>C<br>1109 | $880,000<br>$220,000 STATE<br><br>**$1,100,000** | December 1995 |
| San Antonio<br>Guadalupe<br>TxDOT<br>0016 - 06 - 033 | IH 35<br>Fr: FM 3009<br>To: Comal County Line<br>Upgrade to 6 lane freeway<br>(mainlanes & frontage rds) | 60 A<br>IH<br>1.3 MI | NHS Mobility<br>3A<br>C<br>1109 | $3,120,000<br>$780,000 STATE<br>$0<br>**$3,900,000** | December 1995 |
| San Antonio<br>Bexar<br>TxDOT<br>000 - 15 - 009 | MH<br>In San Antonio on new location<br>Fr: Nacogdoches Rd. To: IH 35<br>Construct a 4 lanes divided roadway<br>(Wurzbach Parkway) | 140<br>PA<br>3.7 MI | NHS Mobility<br>3A<br>C<br>1109 | $19,668,000<br>$4,917,000 STATE<br>$0<br>**$24,585,000** | March 1996 |

**FEDERALLY FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1996 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Da<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar, Etc.<br><br>0915 - 00 - 059 | VA<br>District Wide<br><br>Replace Guardrail Terminal Anchor Sections | 961 | NHS Rehab<br>3C<br>C<br>1109 | $93,600<br>$23,400 STATE<br><br>**$117,000** | January 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 04 - 227 | IH 410<br>Fr: Ingram Road, E.<br>To: IH 35 (Fratt Interchange)<br>Traffic Management System | 946<br>IH<br>14.5 MI | NHS T.M.S.<br>3D<br>C<br>1109 | $8,885,917<br>$2,221,479 STATE<br><br>**$11,107,396** | FY '96 |
| San Antonio<br>Bexar<br>TxDOT<br>0073 - 08 - 121 | US 281<br>Fr: San Antonio River, N.<br>To: 0.3 Mi S. of Basse Rd<br>Traffic Management System | 963<br>Fwy/Exp<br>3.2 MI | NHS T.M.S.<br>3D<br>C<br>1109 | $2,655,200<br>$663,800 STATE<br><br>**$3,319,000** | February 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>2452 - 02 - 048 | Loop 1604<br>At Lockhill-Selma Rd.<br>1.3 miles east of IH 10<br>Signing, delineation and pavement markings | 693<br>Fwy/Exp<br>0.9 MI | NHS Misc<br>3E<br>C<br>1109 | $248,753<br>$62,188 STATE<br>$0<br>**$310,941** | March 1996<br><br><br>**Project Added 9-25-95** |
| San Antonio<br>Bexar<br>TxDOT<br>2452 - 01 - 032 | LP1604<br>At Military Dr. West<br><br>Install traffic signals | 913<br>Fwy/Exp<br>0.0 MI | STP Safety<br>4A<br>C<br>1109 | $48,000<br>$12,000 STATE<br><br>**$60,000** | November 1995 |
| San Antonio<br>Bexar<br>TxDOT<br>0915 - 12 - 900 | CS<br>In San Antonio on Perez St.<br>At Missouri Pacific RR<br>Install flashing lights and gates | 958<br>Local<br>0.0 MI | STP Safety<br>4A<br>C<br>1109 | $40,000<br>$10,000 STATE<br><br>**$50,000** | August 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0915 - 12 - 902 | CS<br>In San Antonio on Quintana Rd.<br>At Missouri Pacific RR<br>Install flashing lights and gates | 959<br>MA<br>0.0 MI | STP Safety<br>4A<br>C<br>1109 | $72,000<br>$18,000<br><br>**$90,000** | August 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>3508 - 01 - 012 | SH 151<br>At Old Hwy 90, 0.8 Miles North<br>of US 90<br>Construct overpass | 919<br>Fwy/Exp<br>0.3 MI | STP Safety<br>4A<br>C<br>1109 | $1,503,120<br>$375,780 STATE<br><br>**$1,878,900** | April 1996 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 163 | <br>Historic San Antonio Mission Trails Proj<br>Fr: The Alamo To: Mission Espada<br>Develop. of scenic, bicycle & pedestrian routes; ROW acquis. & signage | 600<br><br>10.4 MI | STP Enhanc<br>4B<br>C<br>1109 | $14,168,000<br><br>$3,542,000 CSA<br>**$17,710,000** | FY '96 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 128 | MH<br>In San Antonio on Babcock Rd<br>At Hillcrest Dr<br>Widen to provide 5 lanes on all approaches | 39<br>MA | STP MM<br>4C<br>C<br>1109 | $451,200<br>$112,800 STATE<br>$0<br>**$564,000** | July 1996 |

**FEDERALLY FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1996 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 150 | CS<br>In San Antonio on Blanco Rd<br>At Jackson Keller<br>Widen intersection for left turn lanes on both streets | 657<br>MA<br>0.2 MI | STP MM<br>4C<br>C<br>1109 | $451,200<br>$112,800 STATE<br>$0<br>**$564,000** | July 1996 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 156 | CS<br>In San Antonio on Callaghan Rd<br>Fr: Old US 90W To: 0.1 mi N of Commerce<br>Widen existing 2 lane street to 4 lanes | 132<br>MA<br>1.5 MI | STP MM<br>4C<br>C<br>1109 | $2,280,000<br>$570,000 STATE<br>$0<br>**$2,850,000** | June 1996 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 122 | MH<br>In San Antonio on Eisenhauer Rd<br>Fr: IH 35, E. To: Midcrown Dr.<br>Reconstruct and widen 2 lane street to 4 lanes with continuous left turn lane | 352<br>MA<br>1.3 MI | STP MM<br>4C<br>C<br>1109 | $1,154,400<br>$288,600 STATE<br>$0<br>**$1,443,000** | April 1996 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 121 | MH<br>In San Antonio on Evers Rd Fr: 0.1 Mi. N. of Glen Ridge, S. To: Daughtery Dr.<br>Reconstruct and widen 4 lane street to 4 lane with continuous left turn lane | 354<br>MA<br>0.4 MI | STP MM<br>4C<br>C<br>1109 | $804,000<br>$201,000 STATE<br>$0<br>**$1,005,000** | June 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0658 - 01 - 033 | FM 1535<br>In San Antonio on NW Military Hwy Fr: IH 410<br>To: Braesview<br>Widen exist 4 lane road to 4 lane divided with turn lanes | 710<br>MA<br>1.7 MI | STP MM<br>4C<br>C<br>1109 | $2,918,080<br>$729,520 STATE<br>$0<br>**$3,647,600** | March 1996 |
| San Antonio<br>Bexar<br>Leon V.<br>0849 - 01 - 032 | FM 471<br>In Leon Valley on Grissom Rd. Fr: Timberhill<br>To: SH 16 (Bandera Rd)<br>Construction of sidewalks | 859<br>MA<br>0.9 MI | STP MM<br>4C<br>C<br>1109 | $60,800<br>$15,200 STATE<br>$0<br>**$76,000** | November 1995 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 205 | CS<br>In San Antonio on Horal Dr. Fr: US 90<br>To: Marbach Rd.<br>Reconstruct to 44 foot pavement | 931<br>Col<br>1.6 MI | STP MM<br>4C<br>C<br>1109 | $1,600,000<br><br>$400,000 Bx Co.<br>**$2,000,000** | April 1996 |
| San Antonio<br>Bexar<br>Windcrest<br>0915 - 12 - 205 | CS<br>In Windcrest on Midcrown Dr. Fr: Walzem Rd.<br>To: Crestway Dr.<br>Planing and Overlay of existing pavement | 932<br>Col<br>0.9 MI | STP MM<br>4C<br>C<br>1109 | $66,800<br>$16,700 ST/LCL<br><br>**$83,500** | October 1995 |
| San Antonio<br>Bexar<br>Bx Co<br>0915 - 12 - 170 | CS<br>In San Antonio on Montgomery<br>Road Fr: Walzem To: Gibbs Sprawl<br>Widen existing road to 4 lanes | 680<br>Col<br>2.0 MI | STP MM<br>4C<br>C<br>1109 | $1,200,000<br>$176,000 STATE<br>$124,000 Bx. Co.<br>**$1,500,000** | April 1996 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 113 | MH<br>In San Antonio on O'Connor Rd<br>At FM 2252 (Nacogdoches Rd)<br>Widen and construct NB right turn lane and 2 lane wide WB left turn lane | 347<br>MA<br>0.3 MI | STP MM<br>4C<br>C<br>1109 | $220,800<br>$55,200 STATE<br>$0<br>**$276,000** | June 1996 |

## FEDERALLY FUNDED HIGHWAY PROJECTS
## FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
### FY 1996 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 191 | CS<br>In San Antonio on Quintana Rd.<br>At Dunton (East Kelly AFB entrance)<br>Widen to provide S.B. left turn lane and improve alignment | 868<br>MA<br>0.2 MI | STP MM<br>4C<br>C<br>1109 | $345,360<br>$0<br>$86,240 CSA<br>**$431,600** | April 1996 |
| San Antonio<br>Bexar<br><br>0915 - 12 - 167 | VA<br>Various locations in San Antonio and Bexar County<br>Operational costs for Carpool/Vanpool program | 672 | STP MM<br>4C<br>C<br>1109 | $136,000<br>$34,000 AACOG<br><br>**$170,000** | July 1996 |
| San Antonio<br>Bexar<br><br>0915 - 12 - 955 | VA<br>Various locations in San Antonio and Bexar County<br>Carpool/Vanpool program - PE Costs | 672 A | STP MM<br>4C<br>E<br>1109 | $1,000<br>$0<br>$0<br>**$1,000** | FY '96 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 119 | MH<br>In San Antonio on San Pedro Fr: Quincy, South<br>To: Romana St.<br>Reconstruct and widen 3 lane street to 4 lanes | 265<br>PA<br>0.3 MI | STP MM<br>4C<br>C<br>1109 | $288,800<br>$72,200 STATE<br>$0<br>**$361,000** | April 1996 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 118 | MH<br>In San Antonio on St Marys Fr: Perida, south<br>To: Roosevelt Ave (0.1 mi N. MKTRR)<br>Reconstruct and widen 4 lane street to 4 lanes | 268<br>PA<br>0.6 MI | STP MM<br>4C<br>C<br>1109 | $1,065,600<br>$266,400 STATE<br>$0<br>**$1,332,000** | January 1996 |
| San Antonio<br>Bexar<br>Live Oak<br>0915 - 12 - 206 | CS<br>In Live Oak on Toepperwein<br>at Narrow Pass<br>Install Traffic Light | 944<br>Col<br>0.1 MI | STP MM<br>4C<br>C<br>1109 | $48,000<br>$12,000 ST / LCL<br><br>**$60,000** | February 1996 |
| San Antonio<br>Bexar<br>Leon V<br>0915 - 12 - 132 | MH<br>In Leon Valley on Wurzbach Rd.<br>Fr: Seville (WCL) To: Evers Rd (ECL)<br>Reconstruct 4 lane and continuous left turn lane | 139<br>PA<br>0.8 MI | STP MM<br>4C<br>C<br>1109 | $168,880<br>$42,220 STATE<br>$816,000 18 PASS (8000-15-006)<br>**$1,027,100** | July 1996 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 117 | MH<br>In San Antonio on Zarzamora St<br>Fr: SP421 (Culebra), S To: Commerce St.<br>Reconstruct and widen existing 2 lane street to 4 lanes | 7 B<br>PA<br>1.3 MI | STP MM<br>4C<br>C<br>1109 | $1,592,768<br>$398,192 STATE<br>$0<br>**$1,990,960** | April 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>1741 - 02 - 024 | FM 2790<br>Fr: 0.7 MI SE of LP 1604 (Somerset Rd.)<br>To: Atascosa Co. Ln.<br>Reconstruct and widen existing roadway | 511 A<br>RMjC<br>4.6 MI | STP Rehab<br>4F<br>C<br>1109 | $618,560<br>$154,640 STATE<br>$0<br>**$773,200** | February 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>2452 - 01 - 030 | LP 1604<br>Fr: US 90 West, South<br>To: 0.7 Mi. N. of FM 2536<br>Widen and resurface existing roadway | 957<br>Fwy/Exp<br>10.0 MI | STP Rehab<br>4F<br>C<br>1109 | $909,840<br>$227,460 STATE<br><br>**$1,137,300** | February 1996 |

## FEDERALLY FUNDED HIGHWAY PROJECTS
## FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
### FY 1996 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|

**FEDERALLY FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1997 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>TxDOT<br>0025 - 02 - 150 | IH 10<br>Fr: IH 35<br>To: Loop 13<br>Planing, seal coat and asphaltic overlay | 965<br>IH<br>7.6 MI | IM<br>2<br>C<br>1109 | $2,405,970<br>$267,330 STATE<br><br>**$2,673,300** | FY '97 |
| San Antonio<br>Bexar<br><br>0017 - 02 - 058 | IH 35<br>Fr: 0.5 Mi. S. of Medina River<br>To: Medina River<br>Planing, seal coat and asphaltic overlay | 971<br>IH<br>0.4 MI | IM<br>2<br>C<br>1109 | $283,320<br>$31,480 STATE<br><br>**$314,800** | October 1995 |
| San Antonio<br>Bexar<br>TxDOT<br>0017 - 03 - 049 | IH 35<br>Fr: Atascosa Co. Ln.<br>To: 0.5 Mi. S. of Medina River<br>Planing, seal coat and asphaltic overlay | 969<br>IH<br>8.5 MI | IM<br>2<br>C<br>1109 | $1,260,540<br>$140,060 STATE<br><br>**$1,400,600** | October 1995 |
| San Antonio<br>Bexar<br>TxDOT<br>0017 - 09 - 070 | IH 35<br>Fr: IH 410<br>To: Loop 13 ( S.W. Military Dr.)<br>Planing, seal coat and asphaltic overlay | 970<br>IH<br>5.5 MI | IM<br>2<br>C<br>1109 | $845,190<br>$93,910 STATE<br><br>**$939,100** | FY '97 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 04 - 228 | IH 410<br>Fr: North Leon Creek<br>To: Evers Road<br>Planing, seal coat and asphaltic overlay | 972<br>IH<br>3.6 MI | IM<br>2<br>C<br>1109 | $858,771<br>$95,419 STATE<br><br>**$954,190** | FY '97 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 05 - 105 | IH 410<br>Fr: SH 16<br>To: US 90<br>Planing, seal coat and asphaltic overlay | 973<br>IH<br>9.7 MI | IM<br>2<br>C<br>1109 | $1,745,199<br>$193,911 STATE<br><br>**$1,939,110** | FY '97 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 04 - 222 | IH 410<br>Interchange at US 281 (Phase 1B)<br>From Mc Collough To: US 281<br>Construct frontage roads, TMS and Jones-Maltberger structure | 715 B<br>IH<br>2.1 MI | NHS Mobility<br>3A<br>C<br>1109 | $9,201,600<br>$2,300,400 STATE<br><br>**$11,502,000** | FY '97 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 03 - 049 | LP 13 (Miliatry Dr.)<br>Fr: Medina Base Rd<br>To: US 90<br>Upgrade to 6 lanes with continuous left turn lane | 102<br>PA<br>3.6 MI | NHS Mobility<br>3A<br>C<br>1109 | $6,746,880<br>$1,686,720 STATE<br>$0<br>**$8,433,600** | June 1997 |
| San Antonio<br>Bexar<br>TxDOT<br>0291 - 10 - 056 | SP 421 (Bandera Rd)<br>IH 410<br>Evers<br>Widen to 6 lane divided urban with con't left turn lane | 977<br>PA<br>1.2 MI | NHS Mobility<br>3A<br><br>1109 | $3,216,560<br>$804,140 STATE<br><br>**$4,020,700** | FY '97 |
| San Antonio<br>Bexar<br>TxDOT<br>0291 - 09 - 900<br>0291 10 900 | SH 16 (Bandera Rd)<br>Fr: IH 410<br>To: N. Helotes City Limits<br>Seal coat and asphaltic overlay | 976<br>PA<br>5.7 MI | NHS Rehab<br>3C<br>C<br>1109 | $1,529,656<br>$382,414 STATE<br><br>**$1,912,070** | FY '97 |

## FEDERALLY FUNDED HIGHWAY PROJECTS
## FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
### FY 1997 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>TxDOT<br>0072 - 12 - 901 | IH 10<br>Fr: 0.2 mile South of Callaghan Road<br>To: Fulton Ave.<br>Traffic Management System | 968<br>IH<br>4.4 MI | NHS T.M.S.<br>3D<br>C<br>1109 | $3,252,800<br>$813,200 STATE<br><br>**$4,066,000** | FY '97 |
| San Antonio<br>Bexar<br>TxDOT<br>0072 - 12 - 900 | IH 10<br>Fr: 0.1 Mi N. of Huebner Road<br>To: 0.4 Mi N. of Wurzbach Road<br>Traffic Management System | 967<br>IH<br>1.0 MI | NHS T.M.S.<br>3D<br>C<br>1109 | $800,000<br>$200,000 STATE<br><br>**$1,000,000** | FY '97 |
| San Antonio<br>Bexar<br>TxDOT<br>0072 - 08 - 099 | IH 10<br>Fr: 1.3 Mi. N. of Loop 1604<br>To: 0.1 Mi N. of Huebner Road<br>Traffic Management System | 966<br>IH<br>3.8 MI | NHS T.M.S.<br>3D<br>C<br>1109 | $2,112,800<br>$528,200 STATE<br><br>**$2,641,000** | FY '97 |
| San Antonio<br>Bexar<br>TxDOT<br>3508 - 01 - 013 | SH 151<br>At Pinn Road, 1.3 Mi. East<br>of IH 410<br>Construct Overpass | 975<br>Fwy/Exp<br>0.3 MI | STP Safety<br>4A<br>C<br>1109 | $1,579,440<br>$394,860 STATE<br><br>**$1,974,300** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 169 | CS<br>In San Antonio on 24th St.<br>Fr: Commerce St. To: Culebra Rd.<br>Reconstruct existing 4 lane street and Improve intersections | 4 A<br>MA<br>1.2 MI | STP MM<br>4C<br>C<br>1109 | $560,000<br>$0<br>$140,000 CSA<br>**$700,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 192 | CS<br>In San Antonio on Acme Rd.<br>Fr: Old Hwy 90 To: W. Commerce St.<br>Reconstruct existing street | 204<br>MA<br>0.9 MI | STP MM<br>4C<br>C<br>1109 | $1,440,000<br>$0<br>$360,000 CSA<br>**$1,800,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 127 | MH<br>In San Antonio on Basse Rd.<br>At San Pedro Ave.<br>Widen to construct left turn lanes WB & EB appro and EB approaches | 327<br>MA<br>0.2 MI | STP MM<br>4C<br>C<br>1109 | $225,600<br>$56,400 STATE<br><br>**$282,000** | January 1997 |
| San Antonio<br>Bexar<br>Kirby<br>0915 - 12 - 178 | CS<br>In Kirby on Binz Engleman<br>Fr: S.W. City Limits To: Ackerman Rd.<br>Recontruct existing street | 676<br>MA<br>1.0 MI | STPMM<br>4C<br>C<br>1109 | $601,600<br>$150,400 STATE<br><br>**$752,000** | June 1997 |
| San Antonio<br>Bexar<br>TxDOT<br>1890 - 02 - 004 | FM 3502<br>Fr: 0.2 mi W of Salitrillo Ck East Branch<br>In Converse To: FM 78<br>Reconstruct and widen existing roadway | 415<br>MA<br>0.6 MI | STP MM<br>4C<br>C<br>1109 | $291,600<br>$72,900 STATE<br><br>**$364,500** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 161 | CS<br>In San Antonio on Hildebrand<br>Fr: IH 10 To: Breeden<br>Reconstruct exist. street & widen for left turn lane at Blanco | 229<br>MA<br>0.9 MI | STP MM<br>4C<br>C<br>1109 | $1,401,600<br>$350,400 STATE<br><br>**$1,752,000** | FY '97 |

**FEDERALLY FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1997 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 172 | CS<br>In San Antonio on Houston St.<br>Fr: Bowie St To: Pine St.<br>Reconstruct Existing Street | 546 A<br>MA<br>1.1 MI | STP MM<br>4C<br>C<br>1109 | $960,000<br>$0<br>$240,000 CSA<br>**$1,200,000** | FY '97 |
| San Antonio<br>Bexar<br>Univ.C.& Conv.<br>0915 - 12 - 177 | CS<br>In Universal City on Kitty Hawk Drive<br>Fr: LP1604 To: Toepperwein Rd.<br>Widen existing street to 4 lanes with cont. left turn lane | 45 A<br>MA<br>1.5 MI | STP MM<br>4C<br>C<br>1109 | $1,500,000<br>$188,000 STATE<br>$187,000 LOCAL<br>**$1,875,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 193 | CS<br>In San Antonio on Lockhill Selma Rd.<br>Fr: George Rd. To: Wurzbach Rd.<br>Reconstruct & widen existing roadway for left turn lanes and improve drainage | 864<br>MA<br>0.8 MI | STP MM<br>4C<br>C<br>1109 | $1,200,000<br>$0<br>$300,000 CSA<br>**$1,500,000** | FY '97 |
| San Antonio<br>Bexar<br>Scht&Bx<br>0915 - 12 - 180 | CS<br>In Schertz & Bexar Co. on Lower Seguin<br>Road Fr: LP 1604 To: FM 1518<br>Reconstruct existing roadway & add shoulders | 38<br>Col<br>2.8 MI | STP MM<br>4C<br>C<br>1109 | $1,204,800<br>$301,200 STATE<br><br>**$1,506,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 153 | CS<br>In San Antonio on Babcock Road<br>At Callaghan Rd., Louis Pasteur, & Merton Minter<br>Widen BabcockRd. to add rt. turn ln at each inter. SB onto Callaghan,NB onto Louis Pasteur & Mert | 664 A<br>PA<br>0.1 MI | STP MM<br>4C<br>C<br>1109 | $410,400<br>$0<br>$102,600 CSA<br>**$513,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 120 | MH<br>In San Antonio on Nacogdoches Rd.<br>Fr: Broadway, NE To: New Braunfels Ave<br>Reconstruct and widen 2 lane street to 2 lane with continuous left turn lane | 292<br>MA<br>0.7 MI | STP MM<br>4C<br>C<br>1109 | $1,288,000<br>$322,000 STATE<br><br>**$1,610,000** | January 1997 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 194 | CS<br>In San Antonio on Tezel Road<br>At Timber Path<br>Widen all approaches to 4 lanes with left turn lane | 871<br>MA<br>0.2 MI | STP MM<br>4C<br>C<br>1109 | $691,440<br>$0<br>$172,860 CSA<br>**$864,300** | FY '97 |
| San Antonio<br>Bexar<br>Bx Co<br>0915 - 12 - 195 | CS<br>In San Antonio on Walzem Rd.<br>Fr: FM 78 To: FM 1976<br>Reconstruct and widen to 4 lanes with cont. left turn lane | 874<br>MA<br>1.1 MI | STP MM<br>4C<br>C<br>1109 | $1,116,880<br>$241,220 STATE<br>$38,000 BX. CO.<br>**$1,396,100** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 200 | CS<br>In San Antonio on West Avenue<br>At Larkspur<br>Widen for left turn lanes<br>Wurzbach Corridor Improvements | 876 A<br>MA<br>0.2 MI | STP MM<br>4C<br>C<br>1109 | $64,000<br>$0<br>$16,000 CSA<br>**$80,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 199 | CS<br>In San Antonio on Nakoma<br>at West Ave.<br>Widen NB Approach for Rt. turn lane<br>Wurzbach Corridor Improvements | 876 D<br>MA<br>0.1 MI | STP MM<br>4C<br>C<br>1109 | $64,000<br>$0<br>$16,000 CSA<br>**$80,000** | FY '97 |

## FEDERALLY FUNDED HIGHWAY PROJECTS
## FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
### FY 1997 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Da<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 198 | CS<br>In San Antonio at West Avenue<br>On Rhapsody<br>Widen NB approach for 4 lanes with left turn lane<br>Wurzbach Corridor Improvements | 876 C<br>MA<br>0.1 MI | STP MM<br>4C<br>C<br>1109 | $120,000<br>$0<br>$30,000 CSA<br>**$150,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 197 | CS<br>In San Antonio at West Avenue<br>On Silver Sands<br>Widen N.B. Approach for left turn lane<br>Wurzbach Corridor Improvements | 876 B<br>MA<br>0.1 MI | STP MM<br>4C<br>C<br>1109 | $64,000<br>$0<br>$16,000 CSA<br>**$80,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 196 | CS<br>In San Antonio at Wurzbach<br>On Ironside<br>Widen NB approach for right turn lane<br>Wurzbach Corridor Improvements | 876 E<br>MA<br>0.1 MI | STP MM<br>4C<br>C<br>1109 | $64,000<br>$0<br>$16,000 CSA<br>**$80,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 162 | CS<br>In San Antonio on Wurzbach Rd Fr: 0.2 mi<br>E of IH10 To: 0.2 mi W. of IH10<br>Widen existing street to lenghen left turn lanes | 650<br>PA<br>0.4 MI | STP MM<br>4C<br>C<br>1109 | $760,000<br>$190,000 STATE<br><br>**$950,000** | FY '97 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 151 | CS<br>In San Antonio on Wurzbach<br>At Vance Jackson<br>Intersection Improvements (Approach and grade revisions) | 350<br>MA | STP MM<br>4C<br>C<br>1109 | $600,000<br>$150,000 STATE<br><br>**$750,000** | April 1997 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 131<br>8000 15 005 | MH<br>In San Antonio on Wurzbach Rd Fr: 0.6 Mi<br>E. of Ingram Rd. To: Leon Valley WCL<br>Reconstruct from 2 lane to 4 lane with continuous left turn lane | 137<br>PA<br>1.0 MI | STP MM<br>4C<br>C<br>1109 | $458,080<br>$114,520 STATE<br>$930,900 18 PASS (8000-15-005)<br>**$1,503,500** | April 1997 |
| San Antonio<br>Bexar<br>TXDOT<br>0017 - 10 - 169 | IH 35<br>At BAMC Proposed new entrance<br><br>Construct Overcrossing of IH 35 | 787<br>IH | FDAF<br><br>C<br>1109 | $6,600,000<br>$0<br>$0<br>**$6,600,000** | FY '97 |

**FEDERALLY FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1998 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>TxDOT<br>0072 - 12 - 156 | IH 10<br>Fr: 0.2 MI S. of Callaghan Rd.<br>To: 0.2 MI S. of N. Crossroads Rd.<br>Reconstruct IH 10-410 Interchange (Crossroads) | 703<br>IH<br>1.3 MI | IM<br>2<br>C<br>1109 | $0<br>$0 STATE<br><br>**$0** | FY '98<br><br><br>**Additional Funding Cat. 3A** |
| San Antonio<br>Bexar<br>TxDOT<br>0072 - 12 - 064 | IH 10<br>Fr: Fresno Avenue<br>To: Crossroads Boulevard<br>Planing, seal coat and asphaltic overlay | 982<br>IH<br>2.3 MI | IM<br>2<br>C<br>1109 | $706,950<br>$78,550 STATE<br><br>**$785,500** | FY '98 |
| San Antonio<br>Bexar, Etc.<br>TxDOT<br>0915 - 00 - 060 | <br>Districtwide<br><br>Replace Guardrail Terminal Anchor Sections | 986 | IM<br>2<br>C<br>1109 | $1,800,000<br>$200,000 STATE<br><br>**$2,000,000** | FY '98 |
| San Antonio<br>Bexar<br>TxDOT<br>2708 - 01 - 017 | FM 2696 (Blanco Rd)<br>Fr: 0.1 MI N. of LP1604, South<br>To: West Ave<br>Upgrade to 4 lanes - 6 lanes with a continuous left turn lane | 129<br>PA<br>4.9 MI | NHS Mobility<br>3A<br>C<br>1109 | $9,988,560<br>$2,497,140 STATE<br>$0<br>**$12,485,700** | FY '98 |
| San Antonio<br>Bexar<br>Schertz<br>0025 - 09 - 063 | FM 78<br>Fr: 0.4 MI East of SH 218, East<br>To: Guadaupe C/L<br>Upgrade to 4 lanes w/ a continuous left turn lane | 120 A<br>PA<br>0.6 MI | NHS Mobility<br>3A<br>C<br>1109 | $2,180,000<br>$545,000 STATE<br>$0<br>**$2,725,000** | FY '98 |
| San Antonio<br>Guadalupe<br>Schertz<br>0025 - 10 - 063 | FM 78<br>Fr: Bexar Co. Ln.<br>To: FM 3009<br>Upgrade to 4 lanes w/ a continuous left turn lane | 120 B<br>PA<br>1.3 MI | NHS Mobility<br>3A<br>C<br>1109 | $1,606,640<br>$401,660 STATE<br><br>**$2,008,300** | FY '98 |
| San Antonio<br>Bexar<br>TxDOT<br>0072 - 12 - 102 | IH 10<br>Fr: 0.2 MI S. of Callaghan Rd<br>To: 0.2 MI S. of N Crossroads Blvd.<br>Reconstruct IH 10-410 Interchange (Crossroads) & TMS (Phase 1 ) | 703 A<br>IH<br>1.3 MI | NHS Mobility<br>3A<br>C<br>1109 | $19,680,000<br>$4,920,000 STATE<br><br>**$24,600,000** | FY '98<br><br><br>**Additional Funding Cat. 2** |
| San Antonio<br>Bexar<br>TxDOT<br>0291 - 10 - 077 | SP 421 (Bandera Rd)<br>Fr: Evers Rd.<br>To: Cincinnati Ave.<br>Widen to 6 lanes with a continuous center turn lane | 117 B<br>PA<br>2.7 MI | NHS Mobility<br>3A<br>C<br>1109 | $7,426,400<br>$1,856,600 STATE<br>$0<br>**$9,283,000** | FY '98 |
| San Antonio<br>Bexar<br>TxDOT<br>0073 - 08 - 902<br>0253 04 901 | US 281<br>Fr: 1.0 Mi. S. of IH 410<br>To: Nakoma<br>Seal coat and asphaltic overlay | 987<br>Fwy/Exp<br>2.6 MI | NHS Rehab<br>3C<br>C<br>1109 | $802,224<br>$200,556 STATE<br><br>**$1,002,780** | FY '98 |
| San Antonio<br><br>CSA<br>915 - 12 - 908 | <br>In San Antonio on Ave B Fr: Tuleta St.<br>To: Jones Ave.<br>Construct Bicycle Paths | 978<br>Local<br>2.1 MI | STP MM<br>4C<br><br>1109 | $26,664<br><br>$6,666 CSA<br>**$33,330** | FY '98 |

## FEDERALLY FUNDED HIGHWAY PROJECTS
## FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
### FY 1998 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Da.<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br><br>CSA<br>0915 - 12 - 914 | <br>In San Antonio on Bitters Fr: Embassy Row<br>To: East of Heimer<br>EB to US 281 add rt turn ln., WB to US 281 add ln,& lt turn ln @ Heimer, Signal Coord.& ROW | 979<br>MA<br>0.7 MI | STP MM<br>4C<br><br>1109 | $720,000<br><br>$180,000 CSA<br>**$900,000** | FY '98 |
| San Antonio<br><br>CSA<br>0915 - 12 - 125 | MH<br>In San Antonio on Evers Rd<br>At Wurzbach<br>Widen to construct left turn lanes | 335<br>MA<br>0.2 MI | STP MM<br>4C<br><br>1109 | $225,600<br>$0<br>$56,400 CSA<br>**$282,000** | FY '98 |
| San Antonio<br><br>CSA<br>0915 - 12 - 913 | <br>In San Antonio on S. General McMullen<br>Fr: Roselawn To: Commerce<br>Construct sidewalks | 980<br>PA<br>2.7 MI | STP MM<br>4C<br><br>1109 | $150,000<br><br>$37,500 CSA<br>**$187,500** | FY '98 |
| San Antonio<br><br>BH<br>0915 - 12 - 909 | <br>In Balcones Heights on Hillcrest<br>Fr: Fredericksburg Rd To: Shadyview<br>Mill and resurface existing pav. and install school crossing w/ signals and signage | 981<br>MA<br>0.6 MI | STP MM<br>4C<br><br>1109 | $117,600<br><br>$29,400 local<br>**$147,000** | FY '98 |
| San Antonio<br>Bexar<br>TxDOT<br>0017 - 01 - 019 | SP353<br>In San Antonio on New Laredo Hwy.<br>Fr: LP 13 To: Zarzamora St.<br>Reconstuct existing with curbs, sidewalks and drainage | 33<br>PA<br>1.9 MI | STP MM<br>4C<br>C<br>1109 | $4,148,560<br>$1,037,140 STATE<br><br>**$5,185,700** | FY '98 |
| San Antonio<br><br>CSA<br>0915 - 12 - 912 | <br>In San Antonio on Pleasanton<br>Fr: Koepke To: McCaulley<br>Reconstruct and provide sidewalks | 984<br>MA<br>1.4 MI | STP MM<br>4C<br><br>1109 | $1,506,400<br>$0<br>$376,600 CSA<br>**$1,883,000** | FY '98 |
| San Antonio<br><br>CSA<br>0915 - 12 - 911 | <br>In San Antonio<br>School Safety Upgrade<br>Signs, pavement markings | 870 | STP MM<br>4C<br><br>1109 | $864,000<br>$0<br>$216,000 CSA<br>**$1,080,000** | FY '98 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 173 | <br>In San Antonio on E. Southcross<br>Fr: LP 13 (WW White) To: IH 410<br>Widen to 4 lanes with continuous left turn lane | 540<br>MA<br>0.7 MI | STP MM<br>4C<br><br>1109 | $753,160<br>$0<br>$188,290 CSA<br>**$941,450** | FY '98 |
| San Antonio<br><br>CSA<br>0915 - 12 - 910 | CS<br>In San Antonio on Sunset Fr: Jones Maltsberger<br>To: Broadway<br>Engineering and ROW acquisition | 985<br>Col<br>0.9 MI | STP MM<br>4C<br><br>1109 | $202,880<br>$0<br>$50,720 CSA<br>**$253,600** | FY '98 |
| San Antonio<br>Bexar<br>Castl H<br>0915 - 12 - 179 | <br>In Castle Hills on West Ave<br>Fr: FM 1535 (NW Military Hwy) To: IH 410<br>Widen exist street to 4 lanes with a con't left turn lane | 677<br>MA<br>1.1 MI | STP MM<br>4C<br><br>1109 | $2,545,600<br>$0<br>$636,400 Local<br>**$3,182,000** | FY '98 |

**FEDERALLY FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1998 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>TxDOT<br>2020 - 02 - 020 | LP 1604<br>Fr: 0.7 Mi. N of FM 2536<br>To: SH 16 (Bandera Rd.)<br>Widen and resurface existing roadway | 983<br>Fwy/Exp<br>10.0 MI | STP Rehab<br>4F<br>C<br>1109 | $1,455,600<br>$363,900 STATE<br><br>**$1,819,500** | FY '98 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 06 - 999 | IH 410<br>Northbound and southbound overpasses<br>of US 87 (Rigsby Ave)<br>Raise and upgrade<br>overpasses and approaches | 988<br>IH<br>0.2 MI | Bridge-On Sy<br>6A<br>C<br>1109 | $393,760<br>$98,440 State<br><br>**$492,200** | FY '98<br><br><br>**Project Added 9-25-95** |

# FEDERALLY FUNDED

# TRANSIT PROJECTS

**TRANSIT PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1996 Projects by Type**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 15<br>Bexar<br>San Antonio | **AVL/Radio System Requirements**<br><br>New vehicle location and monitoring system | 2832 A | FTA<br>S 9<br><br>1109 | $4,848,000<br><br>$1,212,000 VIA<br>**$6,060,000** | |
| 15<br>Bexar<br>San Antonio | **Operating Assistance**<br><br>Operating Assistance for FY 1996-97 | 2837 | FTA<br>S 9<br><br>1109 | $4,257,000<br><br>$55,437,000 VIA<br>**$59,694,000** | FY '96 |
| 15<br>Bexar<br>San Antonio | **Security**<br><br>On-Board Security Cameras for<br>Revenue Vehicles | 2854 | FTA<br>S 9<br><br>1109 | $70,000<br>$1,682,000 VIA<br>$18,000 VIA - match<br>**$1,770,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 7 expansion pickup trucks | 2000 | FTA<br>S 9<br><br>1109 | $107,000<br><br>$27,000 VIA<br>**$134,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 15 Alternative Fuel Lift Equipped<br>Replacement Streetcars | 2816 | FTA<br>S 9<br><br>1109 | $3,551,000<br><br>$888,000 VIA<br>**$4,439,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 21 Expansion Paratransit<br>Lift Equipped Vehicles | 2855 | FTA<br>S 9<br><br>1109 | $1,318,000<br><br>$330,000 VIA<br>**$1,648,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 2 alternative fuel non-revenue cars | 2856 | FTA<br>S 9<br><br>1109 | $40,000<br><br>$10,000 VIA<br>**$50,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 3 fork lifts, 1 tug,<br>and 7 scooters | 2857 | FTA<br>S 9<br><br>1109 | $103,000<br><br>$26,000 VIA<br>**$129,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 4 replacement and 1 expansion<br>cab/chassis vehicles | 2858 | FTA<br>S 9<br><br>1109 | $222,000<br><br>$55,000 VIA<br>**$277,000** | |
| 15<br>Bexar<br>San Antonio | **Christian Senior Services**<br><br>Purchase one 15 passenger van | 2845 | FTA<br>S16<br><br>1109 | $19,110<br><br>$8,190 Local<br>**$27,300** | FY '96 |
| 15<br>Bexar<br>San Antonio | **City of San Antonio Supportive Services**<br><br>Purchase one type I van w/ lift | 2846 | FTA<br>S16<br><br>1109 | $26,754<br><br>$11,466 Local<br>**$38,220** | FY '96 |
| 15<br>Bexar<br>San Antonio | **Goodwill Industries**<br><br>Purchase one 15 passenger van | 2847 | FTA<br>S16<br><br>1109 | $18,375<br><br>$7,875 Local<br>**$26,250** | FY '96 |

**TRANSIT PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1996 Projects by Type**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 15<br>Bexar<br>San Antonio | **Greater Randolph Area Services**<br><br>Purchase one 15 passenger van | 2848 | FTA<br>S16<br><br>1109 | $23,950<br><br>$6,500 Local<br>**$30,450** | FY '96 |
| 15<br>Bexar<br>San Antonio | **Mission Road Development Center**<br><br>Purchase one 8 passenger van | 2849 | FTA<br>S16<br><br>1109 | $18,113<br><br>$5,775 Local<br>**$23,888** | FY '96 |
| 15<br>Bexar<br>San Antonio | **Riverside Healthcare, Inc.**<br><br>Purchase one type I van w/ lift | 2852 | FTA<br>S16<br><br>1109 | $27,846<br><br>$6,962 Local<br>**$34,808** | FY '96 |

**TRANSIT PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1997 Projects by Type**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 38 alternative fuel and LE expansion 40' buses | 2833 | FTA<br>S 3<br><br>1109 | $10,896,000<br><br>$2,724,000 VIA<br>**$13,620,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 121 alternative fuel and LE replacement 40' buses | 2834 | FTA<br>S 3<br><br>1109 | $33,853,000<br><br>$8,463,000 VIA<br>**$42,316,000** | |
| 15<br>Bexar<br>San Antonio | **AVL/Radio System**<br><br>New vehicle location and monitoring system | 2832 B | FTA<br>S 9<br><br>1109 | $400,000<br><br>$100,000 VIA<br>**$500,000** | |
| 15<br>Bexar<br>San Antonio | **Intermodal Terminal**<br><br>Preliminary engineering and design | 2859 | FTA<br>S 9<br><br>1109 | $2,000,000<br><br>$500,000 VIA<br>**$2,500,000** | |
| 15<br>Bexar<br>San Antonio | **Operating Assistance**<br><br>Operating Assistance: March 1, 1997-February 28, 1998 | 2837 | FTA<br>S 9<br><br>1109 | $4,192,000<br><br>$58,431,000 VIA<br>**$62,623,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 112 alternative fuel and LE replacement paratransit vehicles | 2843 A | FTA<br>S 9<br><br>1109 | $6,547,000<br><br>$1,637,000 VIA<br>**$8,184,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 52 alternative fuel and LE expansion paratransit vehicles | 2843 B | FTA<br>S 9<br><br>1109 | $3,389,000<br><br>$847,000 VIA<br>**$4,236,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 4 Non-revenue sedans | 2864 | FTA<br>S 9<br><br>1109 | $81,000<br><br>$20,000 VIA<br>**$101,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 4 expansion pickup trucks | 2865 | FTA<br>S 9<br><br>1109 | $64,000<br><br>$16,000 VIA<br>**$80,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase of 1 replacement shop utility vehicle | 2866 | FTA<br>S 9<br><br>1109 | $5,000<br><br>$1,000 VIA<br>**$6,000** | |

**TRANSIT PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1998 Projects by Type**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 15<br>Bexar<br>San Antonio | **Intermodal Terminal**<br><br>Property acquisition for construction east of downtown | 2870 | FTA<br>S 3<br><br>1109 | $2,800,000<br><br>$700,000 VIA<br>**$3,500,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 17 40' LE alternative fuel expansion buses | 2877 | FTA<br>S 3<br><br>1109 | $5,070,000<br><br>$1,267,000 VIA<br>**$6,337,000** | |
| 15<br>Bexar<br>San Antonio | **AVL/Radio System**<br><br>New vehicle location and monitoring system | 2832 C | FTA<br>S 9<br><br>1109 | $192,000<br><br>$48,000 VIA<br>**$240,000** | |
| 15<br>Bexar<br>San Antonio | **Downtown-Central P&R Facility**<br><br>Property acquisition, design, and construction of a downtown P&R West of Downtown | 2868 | FTA<br>S 9<br><br>1109 | $1,743,000<br><br>$967,000 VIA<br>**$2,710,000** | |
| 15<br>Bexar<br>San Antonio | **Operating Assistance**<br><br>Operating Assistance: March 1, 1998-February 28, 1999 | 2871 | FTA<br>S 9<br><br>1109 | $4,127,000<br><br>$61,411,000 VIA<br>**$65,538,000** | |
| 15<br>Bexar<br>San Antonio | **Transit passenger facilities**<br><br>Northcentral Neighborhood Route Restructure Neighborhood Transfer Facility | 2873 | FTA<br>S 9<br><br>1109 | $1,286,000<br><br>$322,000 VIA<br>**$1,608,000** | |
| 15<br>Bexar<br>San Antonio | **Transit passenger facilities**<br><br>East Neighborhood Route Restructure Neighborhood Transfer Facility | 2874 | FTA<br>S 9<br><br>1109 | $1,286,000<br><br>$322,000 VIA<br>**$1,608,000** | |
| 15<br>Bexar<br>San Antonio | **Transit passenger facilities**<br><br>South Neighborhood Route Restructure Neighborhood Transfer Facility | 2875 | FTA<br>S 9<br><br>1109 | $643,000<br><br>$161,000 VIA<br>**$804,000** | |
| 15<br>Bexar<br>San Antonio | **Transit passenger facilities**<br><br>West Neighborhood Route Restructure Neighborhood Transfer Facility | 2876 | FTA<br>S 9<br><br>1109 | $363,000<br>$350,000 VIA<br>$91,000 VIA - match<br>**$804,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 11 replacement LE and alternative fuel streetcars | 2842 | FTA<br>S 9<br><br>1109 | $2,902,000<br><br>$726,000 VIA<br>**$3,628,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 44 LE and alternative fuel replacement paratransit vehicles | 2878 | FTA<br>S 9<br><br>1109 | $2,672,000<br><br>$668,000 VIA<br>**$3,340,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 24 alternative fuel replacement non-revenue sedans | 2879 | FTA<br>S 9<br><br>1109 | $505,000<br><br>$126,000 VIA<br>**$631,000** | |

**TRANSIT PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1998 Projects by Type**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Federal<br>State<br>Local<br>Total | Anticipated Letting Da..<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 7 alternative fuel expansion non-revenue sedans | 2880 | FTA<br>S 9<br><br>1109 | $148,000<br><br>$37,000 VIA<br>**$185,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 6 alternative fuel expansion non-revenue pick-up trucks | 2881 | FTA<br>S 9<br><br>1109 | $100,000<br><br>$24,000 VIA<br>**$124,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase 6 alternative fuel non-revenue replacement vans with ramps | 2882 | FTA<br>S 9<br><br>1109 | $191,000<br><br>$48,000 VIA<br>**$239,000** | |
| 15<br>Bexar<br>San Antonio | **Vehicle Procurement**<br><br>Purchase of 1 each alternative fuel cab/chassis with service bed (vehicle/truck) | 2883 | FTA<br>S 9<br><br>1109 | $48,000<br><br>$12,000 VIA<br>**$60,000** | |

# STATE FUNDED

# HIGHWAY PROJECTS

## STATE FUNDED HIGHWAY PROJECTS
## FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
### FY 1996 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | State<br>Local Match<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>TxDOT<br>2441 - 01 - 010 | FM 2537<br>Fr: US 281<br>To: Old Pleasanton Rd.<br>Reconstruct and widen existing roadway | 765<br>RMinCol<br>1.5 Mi | FM/RM Reha<br>8A<br>C<br>1109 | $544,200 State<br><br><br>$544,200 | March 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>3615 - 01 - 001 | FM 143<br>Fr: LP 1604, 1.2 Mi S. of US 90 W,<br>To: (Cagnon Road) New Location W. of San Antonio<br>Construct 2 lane road with shoulder on new location | 890<br>nc<br>0.9 MI | FM/RM Sys E<br>8B<br>C<br>1109 | $850,000 State<br><br><br>$850,000 | January 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0915 - 12 - 213 | VA<br>Various locations in Bexar County<br><br>Rehabilitation of Traffic Mang. Sys. | 962 | Rehab TMS<br>10B<br><br>1109 | $717,200 State<br><br><br>$717,200 | August 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 5 - 104 | IH 410<br>At Valley Hi Dr, Medina Base Rd<br>and Ray Ellison Blvd.<br>Install illumination | 903<br>IH | St. Discr.<br>11<br>C<br>1109 | $125,000 State<br><br><br>$125,000 | January 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0521 - 06 - 074 | IH 410<br>At US 87 (Rigsby)<br><br>Install Illunination | 903 A<br>IH | St. Discr.<br>11<br>C<br>1109 | $75,000 State<br><br><br>$75,000 | January 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0253 - 04 - 102 | US 281<br>Fr: Donella Rd.<br>To: 0.2 Mi. N. of LP 1604<br>Construct turnaround underpass, lengthen turnaround storage and increase radius at various locations | 964<br>Fwy/Exp<br>0.9 MI | St. Discr.<br>11<br><br>1109 | $1,101,300 State<br><br><br>$1,101,300 | May 1996 |
| San Antonio<br><br>Kirby<br>0915 - 12 - 208 | CS<br>In Kirby on Ackerman Fr: Old Seguin Rd<br>To: Binz-Engleman Road<br>Base repair, planing and overlay of exist pavement | 851 A<br>MA<br>0.77 MI | USP<br>13D<br><br>1109 | $102,694 State<br>$25,673 Match-Kirb<br>$97,633 Kirby<br>$226,000 | March 1996 |
| San Antonio<br>Bexar<br>CSA<br>0915 - 12 - 209 | CS<br>In San Antonio on Commerce St., Fr: Southern<br>Pacific RR To: Bowie St.<br>Reconstruct existing roadway | 949<br>PA<br>0.32 MI | USP<br>13D<br><br>1109 | $386,344 State<br>$96,586 Match- CSA<br>$60,070 CSA<br>$543,000 | March 1996 |
| San Antonio<br>Bexar<br>WC<br>0915 - 12 - 210 | CS<br>In Windcrest on Eagle Crest,<br>Fr: Crestway To: Brook Falls<br>Base repair, Planing and Overlay of exist pavement | 950<br>MA<br>0.42 MI | USP<br>13D<br><br>1109 | $85,475 State<br>$21,369 Match-Windcrest<br>$30,156 Windcrest<br>$137,000 | March 1996 |
| San Antonio<br>Bexar<br>LV<br>5 - 12 - 211 | CS<br>In Leon Valley on Evers Rd., Fr: Forest<br>Meadow To: South City Limits<br>Reconstruct existing roadway | 951<br>MA<br>0.6 MI | USP<br>13D<br><br>1109 | $441,450 State<br>$110,363 Match-Leon Valley<br>$93,187 Leon Valley<br>$645,000 | July 1996 |

**STATE FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1996 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | State<br>Local Match<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>LV<br>0915 - 12 - 212 | CS<br>In Leon Valley on Huebner Rd., Fr: SH 16<br>(Bandera Rd.) To: Evers Rd.<br>Reconstruct existing roadway | 953<br>MA<br>0.5 MI | USP<br>13D<br><br>1109 | $413,812 State<br>$103,453 Match-Leon Valley<br>$77,735 Leon Valley<br>$595,000 | March 1996 |
| San Antonio<br>Bexar<br>TxDOT<br>0915 - 00 - 046 | VA<br>Various Locations Districtwide<br><br>(ADA Projects) | 923 B | Misc<br>16<br>C<br>1109 | $1,621,800 STATE<br><br><br>$1,621,800 | FY '96 |

## STATE FUNDED HIGHWAY PROJECTS
## FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM
### FY 1997 Projects by State Category

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | State<br>Local Match<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>TxDOT<br>2452 - 01 - 900 | LP 1604<br>Fr: 1.2 Mi. S. of SH 16 (Bandera Rd), south<br>To: 0.7 Mi. N. of FM 471 (Culebra Rd)<br>Upgrade to 4 lane divided by adding northbound lanes | 974<br>Fwy/Exp<br>2.8 MI | St. Discr.<br>11<br>C<br>1109 | $3,921,000<br><br><br>$3,921,000 | FY '97 |

**STATE FUNDED HIGHWAY PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1998 Projects by State Category**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>Lanes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | State<br>Local Match<br>Local<br>Total | Anticipated Letting Date<br><br><br>Revision Comments |
|---|---|---|---|---|---|
| San Antonio<br>Bexar<br>TxDOT<br>1433 - 01 - 901 | FM 2252 (Perrin Beitel Rd.)<br>At IH 410<br><br>Widen for left turn lanes | 924<br>PA<br>0.1 MI | St. Discr.<br>11<br>C<br>1109 | $350,000 STATE<br>$0<br><br>$350,000 | FY '98 |

# LOCALLY FUNDED

# REGIONALLY SIGNIFICANT PROJECTS

**LOCALLY FUNDED REGIONALLY SIGNIFICANT PROJECTS**
**FY 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM**
**FY 1998 Projects by Year**

| District<br>County<br>City<br>CSJ | Name or Designation<br>Location (from)<br>Location (to)<br>Description of Work | Proj. ID<br>F. Class<br>anes<br>Length | Fed Prog<br>St. Cat.<br>Phase<br>MPO | Local<br><br>Total | Anticipated Letting Date<br><br>Revision Comments |
|---|---|---|---|---|---|
| 15<br>Bexar<br>San Antonio | **Babcock Road**<br>**Fr: Huebner To: Hamilton Wolfe**<br>Reconstruct and widen existing roadway with curbs, sidewalks and storm drainage | 989<br><br>0.74 MI | Local<br><br>1109 | $3,300,000 City of S<br><br>**$3,300,000** | 1995 |
| 15<br>Bexar<br>San Antonio | **Foster Road**<br>**Fr: FM 78 To: IH 10**<br>Reconstruct and widen 2 ln. road to 4 ln. roadway with continuous left turn lane | 990<br><br>2.4 MI | Local<br><br>1109 | $2,746,752 Bx. Co.<br><br>**$2,746,752** | 1995 |
| 15<br>Bexar<br>San Antonio | **Lookout Road**<br>**Fr: LP 1604, North To: Selma City Limits**<br>Reconstuct and widen 2 lane rdwy. to 4 lanes with turn lanes at LP 1604 and Retama Parkway | 991<br><br>1.3 Mi | local<br><br>1109 | $1,625,954 Bx. Co.<br><br>**$1,625,954** | 1995 |
| 15<br>Bexar<br>San Antonio | **Automated Fare Dispensing**<br><br>Placement of bus ticket vending machines in VIA service area | 2828 | LOCAL<br><br>1109 | $2,000,000 VIA<br><br>**$2,000,000** | 1996 |
| 15<br>Bexar<br>San Antonio | **Bus Stop Improvements**<br><br>Design and installation of passenger shelters at 400 bus stops | 2844 | LOCAL<br><br>1109 | $2,000,000 VIA<br><br>**$2,000,000** | 1996 |
| 15<br>Bexar<br>San Antonio | ***Route Restructure/Transfer Center***<br><br>Near Northside Route Resturcture Neighborhood Transfer Facility | 2853 | LOCAL<br><br>1109 | $1,330,000 VIA<br><br>**$1,330,000** | 1996 |
| 15<br>Bexar<br>San Antonio | **Bus Stop Improvement**<br><br>Design and installation of passenger shelters and approx. 400 bus stops | 2838 | LOCAL<br><br>1109 | $2,000,000 VIA<br><br>**$2,000,000** | 1997 |
| 15<br>Bexar<br>San Antonio | **Headquarter Facilities**<br><br>Convert exist. parking to office with SARA completion | 2738 | LOCAL<br><br>1109 | $2,500,000 VIA<br><br>**$2,500,000** | 1997 |
| 15<br>Bexar<br>San Antonio | **Transit passenger facilities**<br><br>Northeast Route Restructure Neighborhood Transfer Facility | 2861 | LOCAL<br><br>1109 | $804,000 VIA<br><br>**$804,000** | 1997 |
| 15<br>Bexar<br>San Antonio | **Transit passenger facilities**<br><br>Northwest Route Restructure Neighborhood Transfer Facility | 2863 | LOCAL<br><br>1109 | $3,558,000 VIA<br><br>**$3,558,000** | 1997 |
| 15<br>Bexar<br>San Antonio | **Transit passenger facilities**<br><br>Southwest Route Restructure Neighborhood Transfer Facility | 2862 | LOCAL<br><br>1109 | $1,608,000 VIA<br><br>**$1,608,000** | 1997 |
| 15<br>Bexar<br>San Antonio | **Bus Stop Improvements**<br><br>Design and installation of passenger shelters at 400 bus stops | 2867 | LOCAL<br><br>1109 | $2,000,000 VIA<br><br>**$2,000,000** | 1998 |

# FINANCIAL

# PLAN

## MPO TOTAL
## FY 1996 - 1998 TIP FINANCIAL SUMMARY

REVISION DATE September 1995

SAN ANTONIO DISTRICT — SAN ANTONIO-BEXAR COUNTY MPO TOTAL

| FUNDING SOURCE | CATEGORY OF WORK | FY 96 APPORT | FY 96 PROG | FY 97 APPORT | FY 97 PROG | FY 98 APPORT | FY 98 PROG | TOTAL APPORT | TOTAL PROG |
|---|---|---|---|---|---|---|---|---|---|
| Federal - | 1-Interstate Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FHWA | 2-Interstate Maintenance | 8,473,300 | 8,473,300 | 8,221,100 | 8,221,100 | 2,785,500 | 2,785,500 | 19,479,900 | 19,479,900 |
| | 3-National Highway System | | | | | | | | |
| | 3B-Texas Trunk System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other NHS | 48,810,737 | 48,810,737 | 33,575,370 | 33,575,370 | 52,104,780 | 52,104,780 | 134,490,887 | 134,490,887 |
| | 4-Surface Transportation Program | | | | | | | | |
| | 4A-Safety | 2,078,900 | 2,078,900 | 1,974,300 | 1,974,300 | 0 | 0 | 4,053,200 | 4,053,200 |
| | 4B-Enhancement | 17,710,000 | 17,710,000 | 0 | 0 | 0 | 0 | 17,710,000 | 17,710,000 |
| | 4C-Metropolitan Mobility | 19,382,760 ⇔ | 19,382,760 | 19,788,400 ⇔ | 19,788,400 | 14,075,580 | 14,075,580 | 53,246,740 | 53,246,740 |
| | 4D-Urban Mobility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4E-Rural Mobility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4F-STP Rehabilitation | 1,910,500 | 1,910,500 | 0 | 0 | 1,819,500 | 1,819,500 | 3,730,000 | 3,730,000 |
| | 4G-RR Grade Separation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Congestion Mitigation & Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6-Bridge | | | | | | | | |
| | 6A-Bridges on System | 0 | 0 | 0 | 0 | 492,200 | 492,200 | 492,200 | 492,200 |
| | 6B-Bridges off System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12-Commission Strategic Priority | | | | | | | | |
| | 12A-Federal & State Funding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12B-100% State Funding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 15-Demonstration Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 16 (Federal Projects) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Federal Land Highway Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal - | Section 3 | 0 | 0 | 44,749,000 | 44,749,000 | 7,870,000 | 7,870,000 | 52,619,000 | 52,619,000 |
| FTA | Section 9 | 14,516,000 | 14,516,000 | 16,678,000 | 16,678,000 | 16,206,000 | 16,206,000 | 47,400,000 | 47,400,000 |
| | Section 16 | 134,148 | 134,148 | 0 | 0 | 0 | 0 | 134,148 | 134,148 |
| | Section 18 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS - | Federal FHWA | 98,366,197 | 98,366,197 | 63,559,170 | 63,559,170 | 71,277,560 | 71,277,560 | 233,202,927 | 233,202,927 |
| Highways | 100% State Funded Projects | | 5,199,920 | | 3,921,000 | | 350,000 | 0 | 9,470,920 |
| | Total District | 98,366,197 | 103,566,117 | 63,559,170 | 67,480,170 | 71,277,560 | 71,627,560 | 233,202,927 | 242,673,847 |
| TOTALS - | Federal FTA Program | 14,650,148 | 14,650,148 | 61,427,000 | 61,427,000 | 24,076,000 | 24,076,000 | 100,153,148 | 100,153,148 |
| Transit | State Match for Transit Projects | | | | | | | 0 | 0 |
| | Local Match for Transit Projects | | 3,662,537 | | 15,356,750 | | 6,019,000 | 0 | 25,038,287 |
| Additional | Additional Highway Match | | 358,781 | | | | | 0 | 358,781 |
| Match | Addtional Transit Match | | 56,069,231 | | 57,382,250 | | 61,261,000 | 0 | 174,712,481 |
| Locally | City | | | | | | | 0 | 0 |
| Funded | County | | | | | | | 0 | 0 |
| Projects | Other | | | | | | | 0 | 0 |

⇔ Includes 18 P.A.S.S. funds

# ANNUAL

# SELF-CERTIFICATION

San Antonio - Bexar County

metropolitan planning organization

**Councilman Howard W. Peak, *Chairman***
**Douglas F. Dupre, *Vice Chairman***
**Janet A. Kennison, *Administrator***

**MPO SELF-CERTIFICATION**

We, John P. Kelly, P. E., a duly authorized representative of the Texas Department of Transportation, and Howard W. Peak, a duly authorized representative of the San Antonio-Bexar County Metropolitan Planning Organization, hereby certify and attest that the transportation planning conducted within the Metropolitan Study Area by its agents and/or representatives, and funded under the latest approved Unified Planning Work Program (UPWP), is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

(1) Section 134 of Title 23, U.S.C., Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and this part(450);

(2) Sections 174 and 176(c) and (d) of the Clean Air Act(42 U.S.C. 7504, 7506(c) and (d));

(3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991(Pub. L. 102-240) regarding the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects(sec. 105(f) Pub. L. 97-424, 96 Stat. 2100; 49 CFR Part 23); and

(5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38).

Witness these signatures this 24th day of July 1995.

TEXAS DEPARTMENT
OF TRANSPORTATION
SAN ANTONIO DISTRICT

John P. Kelly, P. E.
District Engineer

Witness

SAN ANTONIO-BEXAR COUNTY
URBAN TRANSPORTATION STUDY
STUDY COMMITTEE

Howard W. Peak
Chairman

Witness

434 S. Main, Suite 205 ◆ San Antonio, Texas 78204 ◆ (210) 227-8651
TDD 1 (800) 735-2989 ◆ FAX (210) 227-9321

San Antonio - Bexar County

metropolitan planning organization

Councilman Howard W. Peak, *Chairman*
Douglas F. Dupre, *Vice Chairman*
Janet A. Kennison, *Administrator*

July 24, 1995

## CERTIFICATION OF PLANNING PROCESS

The October 28, 1993 Federal regulations, Section 450.334, Subpart A, of Title 23 of the Code of Federal Regulations, mandate that the State and the Metropolitan Planning Organization (MPO) certify that the State planning process is consistent with the requirements of 23 U.S.C. §134; and 49 U.S.C. §1607, and the requirements of the final rule issued on October 28, 1993. In addition, the State and the MPO must certify that the planning process is consistent with the transportation planning and programming related requirements contained in Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended. The requirements of this certification and the actions(s) taken by the San Antonio-Bexar County MPO to comply with those requirements are discussed in the following sections.

FEDERAL REGULATIONS 23 CFR 450:

Federal regulations under 23 CFR 450 require the urban transportation planning process to include activities to support the development and implementation of a transportation plan and transportation improvement program (TIP) and subsequent project development activities (including the environmental impact assessment process). While all of the activities programmed in the Unified Work Program contribute to those items, the following lists some of the more recent efforts:

* Demographic Data Development
* Maintenance of DRAM/EMPAL
* Support for Metropolitan Transportation Plan
* Management Systems
* Major Investment Analysis
* Bicycle Mobility Plan
* Freight Movement Study
* High Occupancy Vehicle Study
* Air Quality Plan
* Intermodal Terminal Study
* Pedestrian Amenities Plan
* Downtown Transportation Plan

23 CFR 450.306(f):

The MPO continues to be designated by the Governor with the concurrence of the State and local elected officials. The Transportation Steering Committee (i.e., the MPO) consists primarily of 46.7% elected officials of local general purpose governments.

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23 CFR 450.312:

Responsibilities for transportation planning are cooperatively determined by the State, the MPO, VIA Metropolitan Transit and participating local governments.

23 CFR 450.314:

The Unified Planning Work Program (UPWP) is developed cooperatively with the State, the MPO, recipients of FTA Section 9 funds (VIA Metropolitan Transit) and participating local governments. The MPO endorses the UPWP annually.

23 CFR 450.322:

The year 2015 long range transportation plan for San Antonio and Bexar County was developed and approved in December 1994. It is updated on an ongoing basis . The recommendations within the long range plan were formulated in accordance with the planning requirements of 23 U.S.C 134 and FTA Section 8.

23 CFR 450.324:

The San Antonio-Bexar County MPO annually prepares and endorses a TIP which:

* Covers a period of not less than three years;

* Includes realistic estimates of costs and revenues consistent with estimated funding available;

* Is submitted to the Governor for approval, and to the Federal Transit Administration and the Federal Highway Administrator through the State;

* Provides required information for all projects.

SECTION 134 OF TITLE 23, U.S.C.; SECTION 8 of the FEDERAL TRANSIT ACT (49 U.S.C. app. 1607):

These requirements are "...development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems".

* Long range land use plans and overall development objectives are a functional responsibility of local governments. Demographic forecasts are developed by the local governments as needed. As long range needs are evaluated, consideration is given to their relationship and impact on overall development objectives of local governments. (Demographic Data Development; Maintenance of DRAM/EMPAL)

* Social, economic, and environmental affects of transportation improvements are considered in environmental studies for individual projects. These factors were considered in the overall comparison of alternatives and the selection of projects in the long range plan. (Major Investment Analysis; Air Quality Plan)

* System performance is considered both in the evaluation of alternatives in the development of the long range plan and in technical studies analyzing existing needs for highway, street, and/or transit improvements. (Support for Metropolitan Transportation Plan; HOV Study; Major Investment Analysis)

* Alternative transportation systems management strategies are considered as an integral part of short range planning efforts to address existing problems in both highway/street and transit. (Support for Metropolitan Transportation Plan; HOV Study; Bicycle Mobility Plan; Major Investment Analysis)

* Alternative investment strategies are considered in the economic/financial analysis of transportation improvements. (Support for Metropolitan Transportation Plan; Major Investment Analysis)

* Plans are developed for separate modes utilizing travel forecasts based on the same demographic projections and the impact of modal recommendations on different modes is analyzed prior to a final recommendation being formulated. (Support for Metropolitan Transportation Plan; Major Investment Analysis)

* Transportation planning and the development of transportation plans and programs has been done on a continuous basis since the mid-sixties. (Program Management)

* The process maintains a cooperative relationship between the agencies in planning through agency interaction and review at the technical committee levels and direct staff contacts. (Program Management)

* The planning process is comprehensive through the use of local-government developed demographic forecasts and the consideration of their overall development objectives. (Demographic Data Development; Maintenance of DRAM/EMPAL)

<u>42 U.S. CODE 7504, 7506(c) and (d); THE CLEAN AIR ACT, SECTION 174 and 176(c)</u>:

The State and local elected officials shall jointly determine which elements of the State Implementation Plan (SIP) shall be planned and implemented by the State and local governments. The local portions of the SIP shall be prepared by an organization of local elected officials, the MPO if one has been designated. Preparation of the SIP shall be consistent with the transportation planning process.

Air quality planning with regard to mobile source emissions is conducted as an ongoing part of both short range and long range transportation planning activities. The impact on air quality is one of the criteria utilized in evaluating alternatives in developing the long range transportation plan.

The MPO may not approve any project, program, or plan which does not conform to the State Implementation Plan; portions of plans which are necessary to achieve air quality standards shall have higher priority for implementation.

The San Antonio-Bexar County area continues to attain the National Ambient Air Quality Standards (NAAQS). A qualitative assessment of the impact on air quality is made for all projects programmed in the TIP. Nearly all projects have been found to either have a positive impact or no impact on air quality. Priority for project implementation is normally determined by funding restrictions and decisions by local elected officials. Should this area fail to meet national ambient air quality standards, the air quality impact of proposed projects in the TIP would be a determining factor by local elected officials in developing priorities for implementation.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964:

Title VI requires that programs supported by Federal assistance do not discriminate and Federal grant recipients must prepare and follow a program which effects such assurances - a Title VI program has been developed and is updated as required. The most current program has been approved by the Federal Transit Administration Region VI Office as being in effect through ???, 1995.

TITLE VI ASSURANCES FILED BY STATE:

These assurances apply to highway project funding in the same manner as the above section applies to transit projects. The San Antonio-Bexar County MPO complies with the requirements of Title VI through the Title VI Program and the requirement that all subrecipients contractually comply with the requirement of Title VI. Additional assurances are filed by the State.

SECTION 1003(b) OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991:

This section deals with the requirement that, except to the extent the Secretary of Transportation determines otherwise, not less than 10 percent of the funds authorized to be appropriated under Titles I (other than part B), III, V, and VI of the Intermodal Surface Transportation Efficiency Act of 1991 shall be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals. To comply with this requirement, the MPO includes in all agreements with the agencies that receive funds from the MPO a clause requiring that Minority Business Enterprises have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds. The MPO has established a disadvantaged business enterprise participation goal of 25 percent in all of its third party contracting opportunities. In addition, VIA (a recipient of funds from the MPO) has an adopted Minority Owned/Women Owned Business participation goal for all Federal funds received by them which they normally achieve and/or exceed.

49 CFR PARTS 27, 37 AND 38:

Part 27 requires compliance with all applicable requirements of the Americans with Disabilities Act of 1990 (ADA) including the regulations of the Department of Justice implementing Titles II and III of the ADA (28 CFR Parts 35 and 36) and the regulations of the Equal Employment Opportunity Commission implementing Title I of the ADA (29 CFR Part 1630). The Metropolitan Planning Organization meetings are held in accessible facilities and meeting notices contain the following:

> MEETINGS ARE ACCESSIBLE TO DISABLED PERSONS. TO ARRANGE FOR SPECIAL ASSISTANCE OR AN INTERPRETER, PLEASE CALL 227-8651 OR 1-800-735-2989 (RELAY TEXAS) AT LEAST 48 HOURS IN ADVANCE.

The Metropolitan Planning Organization is a Equal Employment Opportunity Employer and does not discriminate on the basis of race, color, national origin, religion, age, sex, or disability.

Parts 37 and 38 require compliance with the accessible transportation and related provisions of Title II and III of the ADA. VIA Metropolitan Transit indicated full compliance with the ADA Paratransit Service Criteria in January 1995 (ADA Paratransit Plan - Third Annual Update). All of VIA's newly procured transit vehicles are lift equipped.

CONCLUSIONS AND RECOMMENDATIONS:

After reviewing the Federal requirements, the transportation planning process in the San Antonio-Bexar County area, is, in my opinion, consistent with those requirements. I am recommending the Transportation Steering Committee approve the attached Certification Statement for submittal to the State of Texas, the Federal Highway Administration and the Federal Transit Administration.

# PROJECT SELECTION

# PROCEDURE

San Antonio - Bexar County

# metropolitan planning organization

Councilman Howard W. Peak, *Chairman*
Douglas F. Dupre, *Vice Chairman*
Janet A. Kennison, *Administrator*

**SAN ANTONIO-BEXAR COUNTY**
**URBAN TRANSPORTATION STUDY**
**METROPOLITAN PLANNING ORGANIZATION**
**PROJECT SELECTION PROCEDURES - FY 1996**

In accordance with Section 134(h)(2) of Title 23 U.S.C. as amended and Section 8(h)(2) of 49 U.S.C. 1601 as amended, the San Antonio-Bexar County Urban Transportation Study MPO Steering Committee hereby approves the following Project Selection Procedures:

1) The approved Transportation Improvement Program shall be utilized for programming projects within the urban area.

2) Any project listed in the first year of the approved Transportation Improvement Program shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated.

3) Should any projects not be implementable from the first priority, then projects should be selected from the second and third year which shall be considered the second priority, and those projects may be implemented as plans are completed and funds are appropriated.

This procedure was developed cooperatively between the Texas Department of Transportation, VIA Metropolitan Transit and the MPO, signed this the 24th day of July 1995.

Howard W. Peak
MPO Chairman

John P. Kelly, P.E.
San Antonio District Engineer
Texas Department of Transportation

Richard E. Tankerson
Chairman
VIA Board of Trustees

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# APPENDIX A

# SAN ANTONIO-BEXAR COUNTY
# METROPOLITAN PLANNING ORGANIZATION
# PUBLIC INVOLVEMENT PROCESS

The following document constitutes the San Antonio-Bexar County Metropolitan Planning Organization public involvement process as prescribed in the Intermodal Surface Transportation Efficiency Act of 1991 Section 450.316(b)(1). As such this document is issued on this date, March 10, 1995 for public comment for a period of not less than 45 days prior to formal adoption or revision by the Metropolitan Planning Organization Transportation Steering Committee. The public involvement process described herein applies, at a minimum, to the development of the Long Range Transportation Plan, the Transportation Improvement Program, and Major Investment Studies.

## PURPOSE

The purpose of the Public Involvement Process is to provide for the proactive involvement of citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties in the development and updates of the Long Range Transportation Plan, the Transportation Improvement Program and Major Investment Studies. Our goal is to develop, with the public, effective involvement processes which are designed for and responsive to local conditions. Performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings; and open access to the transportation planning and decision-making process.

## TEXAS OPEN MEETINGS ACT

All meetings of the Metropolitan Planning Organization Transportation Steering Committee, its Technical Advisory Committee, and its other advisory and study oversight committees are open to the public. Meeting notices are sent to the Texas Secretary of State, published in the Texas Register, and are posted both at the Bexar County Courthouse and the Metropolitan Planning Organization offices in accordance with the Texas Open Meetings Act. Metropolitan Planning Organization meetings are accessible to disabled persons. Arrangements for special assistance or an interpreter can be made by calling the Metropolitan Planning Organization office at 227-8651 or Relay Texas at 1-800-735-2989 at least 48 hours in advance.

## PROVISION OF TIMELY INFORMATION

In order to assure that citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties receive timely information about transportation issues and processes, the Metropolitan Planning Organization will:

* Prepare and publish a quarterly newsletter communicating relevant transportation issues, results of technical activities, information on policy issues and decision making activities, and information on upcoming public meetings. Distribution of the newsletter will be accomplished through mailing to those groups and individuals maintained on the master mailing list as referenced under the section Adequate Public Notice.

* Maintain a continuing dialogue with the local media to inform the public on all significant transportation issues and activities.

* Host public meetings at appropriate times and locations within the study area to present technical findings and solicit public input on the Transportation Improvement Program, Long Range Transportation Plan, Major Investment Studies and other transportation planning issues.

## REASONABLE PUBLIC ACCESS TO TECHNICAL AND POLICY INFORMATION

The Metropolitan Planning Organization staff is available by appointment to discuss technical and policy information with citizens and other interested parties during normal business hours. By prior arrangement, members of the Metropolitan Planning Organization staff will meet with outside groups after normal business working hours. The Metropolitan Planning Organization maintains a library of past and current transportation planning studies and materials available for review during normal business hours. Copies of materials are available at reproduction and postage costs consistent with the State of Texas Comptroller's policy. Copies of interim products, draft documents, final documents, and updates of the Transportation Improvement Program and the Long Range Transportation Plan are forwarded to the San Antonio Public Library System for public review.

## ADEQUATE PUBLIC NOTICE

The Metropolitan Planning Organization maintains a master mailing list including neighborhood organizations, community groups, business and professional groups, environmental and special interest groups, locally elected and appointed officials, transit union, and affected public agencies. This mailing list is used to notify interested parties of upcoming policy committee and public meetings. For public meetings, announcements will also be placed in the local general circulation newspaper and media. Suitably sized announcements will be run in both English and Spanish language publications. Notice of all public meetings will be published a minimum of two (2) weeks in advance of the meeting date.

## Transportation Improvement Program

To update the Transportation Improvement Program annually, the Metropolitan Planning Organization will hold one (1) initial public meeting to explain the process and begin the call for projects. Then, at least four (4) public meetings will be held to solicit comments on the projects proposed for inclusion in the Transportation Improvement Program. After the public meetings, the Technical Advisory Committee will prepare a draft Transportation Improvement Program for consideration by the Transportation Steering Committee at their next meeting. Revisions to the draft Transportation Improvement Program based on comments from the Steering Committee and the public will be presented approximately two (2) weeks later at a Steering Committee workshop. Approximately two (2) weeks after the workshop, the Steering Committee will consider adoption of the Transportation Improvement Program at their next meeting. (Note: all Transportation Steering Committee meetings and workshops are subject to Texas Open Meetings Act.)

## Long Range Transportation Plan

In conjunction with major updates of the Long Range Transportation Plan (December 1994 and every five years thereafter), the Metropolitan Planning Organization will host at least four (4) public meetings to involve interested parties in the early stages of the plan development. After a draft Long Range Transportation Plan has been developed and prior to Transportation Steering Committee adoption, the Metropolitan Planning Organization will host at least one (1) formal public meeting to solicit comments on the draft plan. A final draft Long Range Transportation Plan will be presented to the Transportation Steering Committee with public comments received for consideration prior to adoption.

## Major Investment Studies

A major metropolitan transportation investment is defined as "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." Major Investment Studies will evaluate alternative investment strategies for designated "study corridors."

The MPO or lead agency will host at least one (1) formal public meeting to solicit comments on all alternative strategies to be considered in the early stages of the major investment study process. After draft study results are reported to the Transportation Steering Committee, at least one (1) formal public meeting will then be held to solicit comments on the draft results. Final study results will then be considered by the Transportation Steering Committee for adoption and inclusion into the Long Range Transportation Plan and the Transportation Improvement Program. The minimum requirements of this public involvement process will be in effect for all Major Investment Studies regardless of the lead agency.

Transportation Steering Committee
Approval date: April 24, 1995

**Exceptional Situations**

In the event the Transportation Steering Committee adopts a plan, project, program or major investment that is "significantly" or "substantially" different in form, content or value from that presented at the last public meeting for the subject, members of the public may request in writing that the Transportation Steering Committee hold another public meeting for comment on the adopted version of the plan, project or program. If an additional public meeting is deemed necessary by the Steering Committee, comments from that meeting will be duly recorded and provided to the Transportation Steering Committee for additional consideration and a final decision on the matter.

## EXPLICIT CONSIDERATION AND RESPONSE TO PUBLIC INPUT

All public input received by the Metropolitan Planning Organization at public meetings will be documented in official meeting minutes (if appropriate) or in meeting summaries. This documentation along with any written comments received will be forwarded to the Technical Advisory Committee and the Transportation Steering Committee for consideration and appropriate action. Actions taken will be documented in official meeting minutes.

## SEEK OUT AND CONSIDER TRADITIONALLY UNDERSERVED

The Metropolitan Planning Organization has established a Public Involvement Specialist staff position. A responsibility of this position is to coordinate an active outreach program aimed at informing and educating interested parties in the transportation planning process. This outreach program will include identifying and involving traditionally underserved segments of the metropolitan study area.

## DOCUMENTATION OF SIGNIFICANT COMMENTS

When significant written and oral comments are received from the public on the draft Transportation Improvement Program, Long Range Transportation Plan or Major Investment Study a summary, analysis, and report on the disposition of such comments will be made a part of the final documents.

## AMENDMENTS TO TRANSPORTATION IMPROVEMENT PROGRAM AND LONG RANGE TRANSPORTATION PLAN

Routine amendments to the Transportation Improvement Program occurring between annual updates require a two-step process. To permit adequate public review and comment, amendments to the Transportation Improvement Program will be presented at a meeting of the Transportation Steering Committee with action on the amendment occurring at the following Transportation Steering Committee meeting (approximately 30 days after initial presentation).

Routine amendments to the Long Range Transportation Plan occurring between major updates also require a two-step process. To permit adequate public review and comment, amendments to the Long Range Transportation Plan will be presented at a meeting of the Transportation Steering Committee with action on the amendment occurring at the following Transportation Steering Committee meeting (approximately 30 days after initial presentation). Amendments to both documents may be initiated concurrently.

Amendments to the Transportation Improvement Program or Long Range Plan requiring quick action due to impending federal or state requirements or deadlines (or for other reasons deemed in the community's best interest) may be accomplished by a 75% vote of the Transportation Steering Committee quorum present to waive the routine two-step process. In these cases, the Transportation Steering Committee will hold a special public hearing within their normal meeting agenda to specifically solicit public comment on the proposed amendment(s). These actions will be emphasized on the meeting agenda which is mailed ten (10) days prior to the Transportation Steering Committee meeting thus permitting special attendance to comment on the action prior to adoption by the Steering Committee.

## PERIODIC REVIEW OF PUBLIC INVOLVEMENT PROCESS

In conjunction with the annual update of the Transportation Improvement Program, the Metropolitan Planning Organization will review its public involvement process in terms of effectiveness in assuring that the process provides for full and open access to interested parties.

## COORDINATION WITH STATEWIDE PUBLIC INVOLVEMENT PROCESS

The Metropolitan Planning Organization will coordinate wherever possible its public involvement process with the Texas Department of Transportation's statewide public involvement process to enhance public consideration of transportation issues, plans, and programs and to reduce redundancies and costs.

Transportation Steering Committee
Approval date: April 24, 1995

# APPENDIX B

| CRITERIA | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost |
|---|---|---|---|---|---|---|
| COMPLETE APPLICATION?<br>1=Y 0=N | | | | | | |
| FUNCTIONALLY CLASSIFIED?<br>1=Y 0=N | | | | | | |
| PDP LISTING?<br>1=Y 0=N | | | | | | |
| LRP LISTING?<br>1=Y 0=N | | | | | | |
| CMS LISTING?<br>1=Y 0=N | | | | | | |
| ACCIDENT RATE?<br>7=High 5=Med 1=Low | | | | | | |
| EXISTING PVMT CONDITION?<br>3=Poor 2=Fair 1=Good | | | | | | |
| ROW ACQUISITION?<br>0= Yes 5=None | | | | | | |
| EXIST. VOLUME TO CAPACITY RATIO?<br>1990 V/C x 10 | | | | | | |
| PROJ. VOLUME TO CAPACITY RATIO?<br>Proposed V/C x 10 | | | | | | |
| EXISTING TRANSIT TRIPS?<br>5=High 3=Med 1=Low 0=None | | | | | | |
| UTILITY ADJUSTMENTS?<br>1=Difficult 3=Routine | | | | | | |
| GAP COMPLETION?<br>2=Y 0=N | | | | | | |
| **TOTAL POINTS AWARDED PROJECT** | | | | | | |

| CRITERIA | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost |
|---|---|---|---|---|---|---|
| COMPLETE APPLICATION?<br>1=Y 0=N | | | | | | |
| FUNCTIONALLY CLASSIFIED?<br>1=Y 0=N | | | | | | |
| PDP LISTING?<br>1=Y 0=N | | | | | | |
| LRP LISTING?<br>1=Y 0=N | | | | | | |
| ACCIDENT RATE?<br>7=High 5=Med 1=Low | | | | | | |
| EXISTING SIDEWALK CONDITION?<br>9=None 6=Poor 1=Fair | | | | | | |
| ROW ACQUISITION?<br>0=Yes 5=None | | | | | | |
| EXIST. TRAFFIC VOLUMES?<br>5=High 3=Med 1=Low | | | | | | |
| PROJ. TRAFFIC VOLUMES?<br>5=High 3=Med 1=Low | | | | | | |
| EXISTING TRANSIT RIDERSHIP?<br>10=High 5=Med 1=Low | | | | | | |
| CONNECTIVITY?<br>5=Y 0=N | | | | | | |
| UTILITY ADJUSTMENTS?<br>1=Difficult 3=Routine 5=None | | | | | | |
| TOTAL POINTS AWARDED PROJECT:<br>HIGHEST POSSIBLE SCORE = 55 | | | | | | |

| CRITERIA | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost |
|---|---|---|---|---|---|---|
| COMPLETE APPLICATION?<br>1=Y 0=N | | | | | | |
| FUNCTIONALLY CLASSIFIED?<br>1=Y 0=N | | | | | | |
| PDP LISTING?<br>1=Y 0=N | | | | | | |
| LRP LISTING?<br>1=Y 0=N | | | | | | |
| CMS LISTING?<br>1=Y 0=N | | | | | | |
| ACCIDENT RATE?<br>5=High 3=Med 1=Low | | | | | | |
| EXISTING PVMT CONDITION?<br>15=Poor 10=Fair/Poor 5=Fair 1=Good | | | | | | |
| ROW ACQUISITION?<br>0=Yes 5=None | | | | | | |
| EXIST. TRAFFIC VOLUMES?<br>5=High 3=Med 1=Low | | | | | | |
| PROJ. TRAFFIC VOLUMES?<br>5=High 3=Med 1=Low | | | | | | |
| EXISTING TRANSIT VOLUME?<br>5=High 3=Med 1=Low 0=None | | | | | | |
| UTILITY ADJUSTMENTS?<br>1=Difficult 3=Routine 5=None | | | | | | |
| CONGESTION RELIEF?<br>5=Y 0=N | | | | | | |
| TOTAL POINTS AWARDED PROJECT:<br>*HIGHEST POSSIBLE SCORE = 55* | | | | | | |

| CRITERIA | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost | Project Name<br>Sub Agency<br>Priority<br>Cost |
|---|---|---|---|---|---|---|
| COMPLETE APPLICATION?<br>1=Y 0=N | | | | | | |
| FUNCTIONALLY CLASSIFIED?<br>1=Y 0=N | | | | | | |
| PDP LISTING?<br>1=Y 0=N | | | | | | |
| LRP LISTING?<br>1=Y 0=N | | | | | | |
| CMS LISTING?<br>1=Y 0=N | | | | | | |
| ACCIDENT RATE?<br>5=High 3=Med 1=Low | | | | | | |
| PAVEMENT RATING (OCN)?<br>15=High 10=Med 5=Low | | | | | | |
| ROW ACQUISITION?<br>0=Yes 5=None | | | | | | |
| EXIST. TRAFFIC VOLUMES?<br>5=High 3=Med 1=Low | | | | | | |
| PROJ. TRAFFIC VOLUMES?<br>5=High 3=Med 1=Low | | | | | | |
| EXISTING TRANSIT VOLUME?<br>5=High 3=Med 1=Low 0=None | | | | | | |
| UTILITY ADJUSTMENTS?<br>1=Difficult 3=Routine 5=None | | | | | | |
| **TOTAL POINTS AWARDED PROJECT:<br>HIGHEST POSSIBLE SCORE = 50** | | | | | | |

# APPENDIX C

## Index of Roadway Projects

| Number | NAME | LIMITS From / Project Description | To: | TIP Section / Fiscal Year | Fed. Prog. / Project Amount / *Letting Date* |
|---|---|---|---|---|---|
| 4 A | 24th | Commerce<br>Reconstruct existing 4 lane street and Improve intersections | Culebra | FEDERAL<br>FY 1997 | 4C STP MM<br>$700,000<br>*FY '97* |
| 851 A | Ackerman Rd. | North City Limits<br>Base repair, planing and overlay of exist pavement | Binz-Engleman Road | STATE<br>FY 1996 | 13D USP<br>$226,000<br>*March 1996* |
| 204 | Acme Road | Old Highway 90<br>Reconstruct existing street | W. Commerce | FEDERAL<br>FY 1997 | 4C STP MM<br>$1,800,000<br>*FY '97* |
| 923 B | ADA State Proj. Yearly | (ADA Projects) | | STATE<br>FY 1996 | 16 Misc<br>$1,621,800<br>*FY '96* |
| 978 | Ave. B | Tuleta<br>Construct Bicycle Paths | Jones Ave. | FEDERAL<br>FY 1998 | 4C STP MM<br>$33,330<br>*FY '98* |
| 39 | Babcock | At Hillcrest<br>Widen to provide 5 lanes on all approaches | | FEDERAL<br>FY 1996 | 4C STP MM<br>$564,000<br>*July 1996* |
| 989 | Babcock Road | Fr: Huebner<br>Reconstruct and Widen existing roadway w/ curbs, sidewalks and storm drainage | Hamilton Wolfe | LOCAL<br>FY 1996 | Loc Local<br>$3,300,000 |
| 227 | Basse and San Pedro | Widen to construct left turn lanes WB & EB approaches and EB approaches | | FEDERAL<br>FY 1997 | 4C STP MM<br>$282,000<br>*January 1997* |
| 676 | Binz-Englemann | West City Limits<br>Recontruct existing street | Ackermann Road | FEDERAL<br>FY 1997 | 4C STPMM<br>$752,000<br>*June 1997* |
| 979 | Bitters | Embassy Row (W. of US 281)<br>EB to US 281 add rt turn ln., WB to US 281 add ln,& lt turn ln @ Heimer, Signal Coord.& ROW Acq. | East of Heimer (E. of US 281) | FEDERAL<br>FY 1998 | 4C STP MM<br>$900,000<br>*FY '98* |
| 657 | Blanco | At Jackson Keller<br>Widen intersection for left turn lanes on both streets | | FEDERAL<br>FY 1996 | 4C STP MM<br>$564,000<br>*July 1996* |
| 132 | Callaghan Road | Old 90<br>Widen existing 2 lane street to 4 lanes | Commerce | FEDERAL<br>FY 1996 | 4C STP MM<br>$2,850,000<br>*June 1996* |
| 949 | Commerce St., East | Railroad tracks<br>Reconstruct existing roadway | Bowie Street | STATE<br>FY 1996 | 13D USP<br>$543,000<br>*March 1996* |
| 950 | Eaglecrest | Crestway<br>Base repair, Planing and Overlay of exist pavement | Brook Falls | STATE<br>FY 1996 | 13D USP<br>$137,000<br>*March 1996* |
| 352 | Eisenhauer Road | IH 35<br>Reconstruct and widen 2 lane street to 4 lanes with continuous left turn lane | Midcrown | FEDERAL<br>FY 1996 | 4C STP MM<br>$1,443,000<br>*April 1996* |
| 335 | Evers Rd. | At Wurzbach<br>Widen to construct left turn lanes | | FEDERAL<br>FY 1998 | 4C STP MM<br>$282,000<br>*FY '98* |
| 354 | Evers Rd. | Glen Ridge<br>Reconstruct and widen 4 lane street to 4 lane with continuous left turn lane | Daughtry Drive | FEDERAL<br>FY 1996 | 4C STP MM<br>$1,005,000<br>*June 1996* |

## Index of Roadway Projects

| MPO Number | NAME | LIMITS From / Project Description | To: | TIP Section / Fiscal Year | Fed. Prog. / Project Amount / *Letting Date* |
|---|---|---|---|---|---|
| 951 | **Evers Road** | **Forest Meadow**<br>Reconstruct existing roadway | **South City Limits** | **STATE**<br>FY 1996 | **13D USP**<br>$645,000<br>*July 1996* |
| 890 | **FM 143** | **On New Location to State Prison (Cagon Rd)**<br>Construct 2 lane road with shoulder on new location | | **STATE**<br>FY 1996 | **8B FM/RM Sys Exp**<br>$850,000<br>*January 1996* |
| 710 | **FM 1535 (NW Military HW)** | **IH 410 (Carolwood St.)**<br>Widen exist 4 lane road to 4 lane divided with turn lanes | **Braesview St.** | **FEDERAL**<br>FY 1996 | **4C STP MM**<br>$3,647,600<br>*March 1996* |
| 924 | **FM 2252 (Perrin Beitel)** | **At IH 410**<br>Widen for left turn lanes | | **STATE**<br>FY 1998 | **11 St. Discr.**<br>$350,000<br>*FY '98* |
| 765 | **FM 2537** | **US 281**<br>Reconstruct and widen existing roadway | **Old Pleasanton Rd** | **STATE**<br>FY 1996 | **8A FM/RM Rehab**<br>$544,200<br>*March 1996* |
| 129 | **FM 2696 (Blanco Road)** | **0.1 Mi. N. of LP 1604, south to**<br>Upgrade to 4 lanes - 6 lanes with a continuous left turn lane | **West Ave.** | **FEDERAL**<br>FY 1998 | **3A NHS Mobility**<br>$12,485,700<br>*FY '98* |
| 511 A | **FM 2790** | **.7 miles Southeast of Loop 1604**<br>Reconstruct and widen existing roadway | **Atascosa County Line** | **FEDERAL**<br>FY 1996 | **4F STP Rehab**<br>$773,200<br>*February 1996* |
| 415 | **FM 3502** | **.2 Miles West of Salitrillo Creek**<br>Reconstruct and widen existing roadway | **E. Branch in Converse to FM** | **FEDERAL**<br>FY 1997 | **4C STP MM**<br>$364,500<br>*FY '97* |
| 859 | **FM 471 (Grissom Rd.)** | **SH 16**<br>Construction of sidewalks | **West City Limits** | **FEDERAL**<br>FY 2093 | **4C STP MM**<br>$76,000<br>*November 1995* |
| 120 A | **FM 78** | **.4 mile East of SH 218 East**<br>Upgrade to 4 lanes w/ a continuous left turn lane | **Guadalupe Co. Ln.** | **FEDERAL**<br>FY 1998 | **3A NHS Mobility**<br>$2,725,000<br>*FY '98* |
| 120 B | **FM 78** | **Bexar Co. Ln.**<br>Upgrade to 4 lanes w/ a continuous left turn lane | **FM 3009** | **FEDERAL**<br>FY 1998 | **3A NHS Mobility**<br>$2,008,300<br>*FY '98* |
| 118 | **FM 78** | **IH 410 Connection East**<br>Upgrade to 4 lanes with continuous center turn lane | **.1 mile East of Ackerman Ro** | **FEDERAL**<br>FY 1996 | **3A NHS Mobility**<br>$4,371,400<br>*November 1995* |
| 990 | **Foster Road** | **Fr: FM 78**<br>Reconstruct and widen 2 ln. road to 4 ln. roadway w/ | **IH 10** | **LOCAL**<br>FY 1996 | **Loc Local**<br>$2,746,752 |
| 980 | **Gen. McMullen, S.** | **Roselawn**<br>Construct sidewalks | **Commerce** | **FEDERAL**<br>FY 1998 | **4C STP MM**<br>$187,500<br>*FY '98* |
| 229 | **Hildebrand** | **IH-10**<br>Reconstruct exist. street & widen for left turn lane at Blanco | **Breeden** | **FEDERAL**<br>FY 1997 | **4C STP MM**<br>$1,752,000<br>*FY '97* |
| 981 | **Hillcrest** | **Fredericksburg Rd.**<br>Mill and resurface existing pav. and install school crossing w/ signals and signage | **Shadyview** | **FEDERAL**<br>FY 1998 | **4C STP MM**<br>$147,000<br>*FY '98* |
| 931 | **Horal** | **US Highway 90**<br>Reconstruct to 44 foot pavement | **Marbach Rd.** | **FEDERAL**<br>FY 1995 | **4C STP MM**<br>$2,000,000<br>*April 1996* |

FY 1996-1998 Transportation Improvement Plan

## Index of Roadway Projects

| Number | NAME | LIMITS From / Project Description | To: | TIP Section / Fiscal Year | Fed. Prog. / Project Amount / *Letting Date* |
|---|---|---|---|---|---|
| 546 A | Houston St. | Bowie<br>Reconstruct Existing Street | Pine | FEDERAL<br>FY 1997 | 4C STP MM<br>$1,200,000<br>*FY '97* |
| 953 | Huebner Road | Bandera Road (SH 16)<br>Reconstruct existing roadway | Evers Road | STATE<br>FY 1996 | 13D USP<br>$595,000<br>*March 1996* |
| 703 | IH 10 | .2 mile South of Callaghan Road<br>Reconstruct IH 10-410 Interchange (Crossroads) | .2 mile South of N. Crossroa | FEDERAL<br>FY 1998 | 2 IM<br>$0<br>*FY '98* |
| 703 A | IH 10 | .2 mile South of Callaghan Road<br>Reconstruct IH 10-410 Interchange (Crossroads)<br>& TMS (Phase 1 ) | .2 mile South of N. Crossroa | FEDERAL<br>FY 1998 | 3A NHS Mobility<br>$24,600,000<br>*FY '98* |
| 968 | IH 10 | .2 mile South of Callaghan Road<br>Traffic Management System | Fulton Ave. | FEDERAL<br>FY 1997 | 3D NHS T.M.S.<br>$4,066,000<br>*FY '97* |
| 967 | IH 10 | 0.1 Mi N. of Huebner Road<br>Traffic Management System | 0.4 Mi N. of Wurzbach Road | FEDERAL<br>FY 1997 | 3D NHS T.M.S.<br>$1,000,000<br>*FY '97* |
| 966 | IH 10 | 1.3 Mi. N. of Loop 1604<br>Traffic Management System | 0.1 Mi N. of Huebner Road | FEDERAL<br>FY 1997 | 3D NHS T.M.S.<br>$2,641,000<br>*FY '97* |
| 982 | IH 10 | Fresno Avenue<br>Planing, seal coat and asphaltic overlay | Crossroads Blvd | FEDERAL<br>FY 1998 | 2 IM<br>$785,500<br>*FY '98* |
| 965 | IH 10 | IH 35<br>Planing, seal coat and asphaltic overlay | Loop 13 | FEDERAL<br>FY 1997 | 2 IM<br>$2,673,300<br>*FY '97* |
| 971 | IH 35 | 0.5 Mi. South of Medina River<br>Planing, seal coat and asphaltic overlay | IH 410 | FEDERAL<br>FY 1997 | 2 IM<br>$314,800<br>*October 1995* |
| 787 | IH 35 | At B.A.M.C. Proposed new entra<br>Construct Overcrossing of IH 35 | | FEDERAL<br>FY 1997 | FDAF<br>$6,600,000<br>*FY '97* |
| 969 | IH 35 | Atascosa County Line<br>Planing, seal coat and asphaltic overlay | 0.5 Mi. S. of Medina River | FEDERAL<br>FY 1997 | 2 IM<br>$1,400,600<br>*October 1995* |
| 60 B | IH 35 | FM 3009<br>Rehabilitate freeway ( mainlanes & frontage rds) | Comal County Line | FEDERAL<br>FY 1996 | 2 IM<br>$3,900,000<br>*December 1995* |
| 60 A | IH 35 | FM 3009<br>Upgrade to 6 lane freeway<br>(mainlanes & frontage rds) | Comal County Line | FEDERAL<br>FY 1996 | 3A NHS Mobility<br>$3,900,000<br>*December 1995* |
| 896 | IH 35 | Guadalupe Co. Ln.<br>Rehabilitate freeway (mainlanes & frontage rds) | 0.1 Mi N.of FM 482 (FM 2252) | FEDERAL<br>FY 1996 | 2 IM<br>$1,100,000<br>*December 1995* |
| 893 | IH 35 | Guadalupe Co. Ln.<br>Upgrade to 6 lane freeway<br>(mainlanes & frontage rds) | 0.1 Mi N.of FM 482 (FM 2252) | FEDERAL<br>FY 1996 | 3A NHS Mobility<br>$1,100,000<br>*December 1995* |
| 954 | IH 35 | IH 10<br>Planing, seal coat and asphaltic overlay | Loop 13 | FEDERAL<br>FY 1996 | 2 IM<br>$1,187,300<br>*February 1996* |

## Index of Roadway Projects

| MPO Number | NAME | LIMITS From / Project Description | To: | TIP Section / Fiscal Year | Fed. Prog. / Project Amount / *Letting Date* |
|---|---|---|---|---|---|
| 955 | IH 35 | IH 37<br>Planing , seal coat, and asphaltic overlay | To Salado Creek | FEDERAL<br>FY 1996 | 2 IM<br>$937,100<br>*February 1996* |
| 970 | IH 35 | IH 410<br>Planing, seal coat and asphaltic overlay | Loop 13 (SW Military Dr.) | FEDERAL<br>FY 1997 | 2 IM<br>$939,100<br>*FY '97* |
| 988 | IH 410 | At US 87 (Rigsby)<br>Raise and upgrade overpasses and approaches | | FEDERAL<br>FY 1998 | 6A Bridge-On Sys<br>$492,200<br>*FY '98* |
| 903 A | IH 410 | At US 87 (Rigsby)<br>Install Illunination | | STATE<br>FY 1996 | 11 St. Discr.<br>$75,000<br>*January 1996* |
| 903 | IH 410 | At Valley Hi Dr, Medina Base Rd<br>Install illumination | and Ray Ellison Blvd. | STATE<br>FY 1996 | 11 St. Discr.<br>$125,000<br>*January 1996* |
| 946 | IH 410 | Ingram Road, E.<br>Traffic Management System | IH 35 (Fratt Interchange) | FEDERAL<br>FY 1996 | 3D NHS T.M.S.<br>$11,107,396<br>*FY '96* |
| 715 B | IH 410 | Interchange at US 281 (Phase 1B<br>*Construct frontage roads, TMS and* Jones-Maltberger structure | Fr: Mc Collough To: US 281 | FEDERAL<br>FY 1997 | 3A NHS Mobility<br>$11,502,000<br>*FY '97* |
| 972 | IH 410 | North Leon Creek<br>Planing, seal coat and asphaltic overlay | Evers Road | FEDERAL<br>FY 1997 | 2 IM<br>$954,190<br>*FY '97* |
| 956 | IH 410 | SH 16<br>Planing, seal coat and asphaltic overlay | IH 37 | FEDERAL<br>FY 1996 | 2 IM<br>$985,900<br>*February 1996* |
| 973 | IH 410 | SH 16<br>Planing, seal coat and asphaltic overlay | US 90 | FEDERAL<br>FY 1997 | 2 IM<br>$1,939,110<br>*FY '97* |
| 45 A | Kitty Hawk Drive | Toepperwein<br>Widen existing street to 4 lanes with cont. left turn lane | Loop 1604 | FEDERAL<br>FY 1997 | 4C STP MM<br>$1,875,000<br>*FY '97* |
| 864 | Lockhill Selma | George Road<br>Reconstruct & widen existing roadway for left turn lanes and improve drainage | Wurzbach | FEDERAL<br>FY 1997 | 4C STP MM<br>$1,500,000<br>*FY '97* |
| 991 | Lookout Road | Fr: LP 1604, North<br>Reconstuct and widen 2 lane rdwy. to 4 lanes with turn lanes | Selma City Limits | LOCAL<br>FY 1996 | Loc Local<br>$1,625,954 |
| 102 | Loop 13 (Military Dr West) | Medina Base Road<br>Upgrade to 6 lanes with continuous left turn lane | US 90 | FEDERAL<br>FY 1997 | 3A NHS Mobility<br>$8,433,600<br>*June 1997* |
| 983 | Loop 1604 | 0.7 Mi. N. of FM 2536<br>Widen and resurface existing roadway | SH 16 | FEDERAL<br>FY 1998 | 4F STP Rehab<br>$1,819,500<br>*FY '98* |
| 974 | Loop 1604 | 1.2 Mi. S. of SH 16 (Bandera Rd),<br>Upgrade to 4 lane divided by adding northbound lanes | To 0.7 Mi. N. of FM 471 (Cule | STATE<br>FY 1997 | 11 St. Discr.<br>$3,921,000<br>*FY '97* |
| 913 | Loop 1604 | At Military Dr. West, 0.8 Mi. N.<br>Install traffic signals | of FM 1957 | FEDERAL<br>FY 1996 | 4A STP Safety<br>$60,000<br>*November 1995* |

## Index of Roadway Projects

| Number | NAME | LIMITS From / Project Description | To: | TIP Section / Fiscal Year | Fed. Prog. / Project Amount / *Letting Date* |
|---|---|---|---|---|---|
| 693 | **Loop 1604** | **Lockhill-Selma Road 1.3 mile E.**<br>Signing, delineation and pavement markings | | **FEDERAL**<br>FY 1996 | **3E NHS Misc**<br>$310,941<br>*March 1996* |
| 957 | **Loop 1604** | **US 90 West, South**<br>Widen and resurface existing roadway | **To 0.7 Mi. N. of FM 2536** | **FEDERAL**<br>FY 1996 | **4F STP Rehab**<br>$1,137,300<br>*February 1996* |
| 38 | **Lower Seguin Road** | **Loop 1604**<br>Reconstruct existing roadway & add shoulders | **FM 1518** | **FEDERAL**<br>FY 1997 | **4C STP MM**<br>$1,506,000<br>*FY '97* |
| 664 A | **Medical Center Improve.** | **Babcock at Callaghan**<br>Widen BabcockRd. to add rt. turn in at each inter.<br>SB onto Callaghan,NB onto Louis Pasteur & Merton Minter | | **FEDERAL**<br>FY 1997 | **4C STP MM**<br>$513,000<br>*FY '97* |
| 932 | **Midcrown Drive** | **Walzem Rd to north of Golfcrest Friarcrest Dr to Crestway Dr.**<br>Planing and Overlay of existing pavement | | **FEDERAL**<br>FY 1996 | **4C STP MM**<br>$83,500<br>*October 1995* |
| 600 | **Missions Parkway Dev.** | **Linking National Park Sites Fr Al Mission Espade**<br>Develop. of scenic, bicycle & pedestrian routes; ROW acquis. & signage | | **FEDERAL**<br>FY 1996 | **4B STP Enhance**<br>$17,710,000<br>*FY '96* |
| 680 | **Montgomery Drive** | **Walzem**<br>Widen existing road to 4 lanes | **Gibbs Sprawl** | **FEDERAL**<br>FY 1996 | **4C STP MM**<br>$1,500,000<br>*April 1996* |
| 292 | **Nacogdoches Road** | **Broadway**<br>Reconstruct and widen 2 lane street to 2 lane with continuous left turn lane | **New Braunfels** | **FEDERAL**<br>FY 1997 | **4C STP MM**<br>$1,610,000<br>*January 1997* |
| 33 | **New Laredo Hwy (SP353)** | **Military Drive**<br>Reconstuct existing with curbs, sidewalks and drainage | **S. Zarzamora** | **FEDERAL**<br>FY 1998 | **4C STP MM**<br>$5,185,700<br>*FY '98* |
| 347 | **O'Connor** | **at Nacogdoches**<br>Widen and construct NB right turn lane and 2 lane wide WB left turn lane | | **FEDERAL**<br>FY 1996 | **4C STP MM**<br>$276,000<br>*June 1996* |
| 958 | **Perez Street** | **At MP RR**<br>Install flashing lights and gates | | **FEDERAL**<br>FY 1996 | **4A STP Safety**<br>$50,000<br>*August 1996* |
| 984 | **Pleasanton** | **Koepke**<br>Reconstruct and provide sidewalks | **McCaulley** | **FEDERAL**<br>FY 1998 | **4C STP MM**<br>$1,883,000<br>*FY '98* |
| 868 | **Quintana** | **at Dunton(East Kelly AFB entran**<br>Widen to provide S.B. left turn lane and improve alignment | | **FEDERAL**<br>FY 1996 | **4C STP MM**<br>$431,600<br>*April 1996* |
| 959 | **Quintana Rd.** | **At MP RR**<br>Install flashing lights and gates | | **FEDERAL**<br>FY 1996 | **4A STP Safety**<br>$90,000<br>*August 1996* |
| 672 | **SA-BC Carpool/Vanpool** | Operational costs for Carpool/Vanpool program | | **FEDERAL**<br>FY 1996 | **4C STP MM**<br>$170,000<br>*July 1996* |
| 672 A | **SA-BC Carpool/Vanpool** | Carpool/Vanpool program - PE Costs | | **FEDERAL**<br>FY 1996 | **4C STP MM**<br>$1,000<br>*FY '96* |
| ..5 | **San Pedro** | **Quincy**<br>Reconstruct and widen 3 lane street to 4 lanes | **Romana** | **FEDERAL**<br>FY 1996 | **4C STP MM**<br>$361,000<br>*April 1996* |

## Index of Roadway Projects

| MPO Number | NAME | LIMITS From / Project Description | To: | TIP Section / Fiscal Year | Fed. Prog. / Project Amount / *Letting Date* |
|---|---|---|---|---|---|
| 870 | **School Safety Upgrade Pg** | Signs, pavement markings | | **FEDERAL** FY 1998 | **4C STP MM** $1,080,000 *FY '98* |
| 919 | **SH 151** | **At Old Hwy 90** Construct overpass | | **FEDERAL** FY 1996 | **4A STP Safety** $1,878,900 *April 1996* |
| 975 | **SH 151** | **At Pinn Road, 1.3 Mi. East** Construct Overpass | **of IH 410** | **FEDERAL** FY 1997 | **4A STP Safety** $1,974,300 *FY '97* |
| 976 | **SH 16 (Bandera Rd)** | **IH 410** Seal coat and asphaltic overlay | **N. Helotes City Limits** | **FEDERAL** FY 1997 | **3C NHS Rehab** $1,912,070 *FY '97* |
| 540 | **Southcross** | **WW White** Widen to 4 lanes with continuous left turn lane | **Loop 410** | **FEDERAL** FY 1998 | **4C STP MM** $941,450 *FY '98* |
| 977 | **Spur 421 (Bandera Rd.)** | **IH 410** Widen to 6 lane divided urban with con't left turn lane | **Evers** | **FEDERAL** FY 1997 | **3A NHS Mobility** $4,020,700 *FY '97* |
| 117 B | **Spur 421(Bandera Rd)** | **Evers Rd.** Widen to 6 lanes with a continuous center turn lane | **Cincinnati Ave** | **FEDERAL** FY 1998 | **3A NHS Mobility** $9,283,000 *FY '98* |
| 268 | **St. Mary's** | **Perida** Reconstruct and widen 4 lane street to 4 lanes | **Roosevelt** | **FEDERAL** FY 1996 | **4C STP MM** $1,332,000 *January 1996* |
| 985 | **Sunset** | **Jones Maltsberger** Engineering and ROW acquisition | **Broadway** | **FEDERAL** FY 1998 | **4C STP MM** $253,600 *FY '98* |
| 961 | **TAS Replacement Project** | **District Wide** Replace Guardrail Terminal Anchor Sections | | **FEDERAL** FY 1996 | **3C NHS Rehab** $117,000 *January 1996* |
| 986 | **TAS Replacement Project** | **Districtwide** Replace Guardrail Terminal Anchor Sections | | **FEDERAL** FY 1998 | **2 IM** $2,000,000 *FY '98* |
| 960 | **TAS Replacemet Project** | **District Wide** Replace Guardrail Terminal Anchor Sections | | **FEDERAL** FY 1996 | **2 IM** $363,000 *January 1996* |
| 871 | **Tezel** | **at Timber Path** Widen all approaches to 4 lanes with left turn lane | | **FEDERAL** FY 1997 | **4C STP MM** $864,300 *FY '97* |
| 944 | **Toepperwein** | **at Narrow Pass** Install Traffic Light | | **FEDERAL** FY 1996 | **4C STP MM** $60,000 *February 1996* |
| 962 | **Traff. Mang Sys Rehab** | **Various Locations in Bexar Cou** Rehabilitation of Traffic Mang. Sys. | | **STATE** FY 1996 | **10B Rehab TMS** $717,200 *August 1996* |
| 987 | **US 281** | **1.0 Mi. S. of IH 410** Seal coat and asphaltic overlay | **Nakoma** | **FEDERAL** FY 1998 | **3C NHS Rehab** $1,002,780 *FY '98* |
| 964 | **US 281** | **Donella Rd** Construct turnaround underpass, lengthen turnaround storage and increase radius at various locations | **To: 0.2 mi. N. of LP 1604** | **STATE** FY 1996 | **11 St. Discr.** $1,101,300 *May 1996* |

## Index of Roadway Projects

| Number | NAME | LIMITS From / Project Description | To: | TIP Section / Fiscal Year | Fed. Prog. / Project Amount / *Letting Date* |
|---|---|---|---|---|---|
| 963 | US 281 | San Antonio River, N.<br>Traffic Management System | to 0.3 MI S. of Basse Rd | FEDERAL<br>FY 1996 | 3D NHS T.M.S.<br>$3,319,000<br>*February 1996* |
| 874 | Walzem Road | FM 78<br>Reconstruct and widen to 4 lanes with cont. left turn lane | FM 1976 | FEDERAL<br>FY 1997 | 4C STP MM<br>$1,396,100<br>*FY '97* |
| 876 A | West Avenue | at Larkspur<br>Widen for left turn lanes<br>Wurzbach Corridor Improvements | | FEDERAL<br>FY 1997 | 4C STP MM<br>$80,000<br>*FY '97* |
| 876 D | West Avenue | at Nakoma<br>Widen NB Approach for Rt. turn lane<br>Wurzbach Corridor Improvements | | FEDERAL<br>FY 1997 | 4C STP MM<br>$80,000<br>*FY '97* |
| 876 C | West Avenue | at Rhapsody<br>Widen NB approach for 4 lanes with left turn lane<br>Wurzbach Corridor Improvements | | FEDERAL<br>FY 1997 | 4C STP MM<br>$150,000<br>*FY '97* |
| 677 | West Avenue | FM 1535 (NW Military Hwy)<br>Widen exist street to 4 lanes with a con't left turn lane | IH 410 | FEDERAL<br>FY 1998 | 4C STP MM<br>$3,182,000<br>*FY '98* |
| 876 B | West Avenue | West Avenue<br>Widen N.B. Approach for left turn lane<br>Wurzbach Corridor Improvements | at Silver Sands | FEDERAL<br>FY 1997 | 4C STP MM<br>$80,000<br>*FY '97* |
| 876 E | Wurzbach | at Ironside Dr.<br>Widen NB approach for right turn lane<br>Wurzbach Corridor Improvements | | FEDERAL<br>FY 1997 | 4C STP MM<br>$80,000<br>*FY '97* |
| 650 | Wurzbach | Approach to IH 10<br>Widen existing street to lenghen left turn lanes | | FEDERAL<br>FY 1997 | 4C STP MM<br>$950,000<br>*FY '97* |
| 350 | Wurzbach & Vance Jackso | Intersection Improvements (Approach and grade revisions) | | FEDERAL<br>FY 1997 | 4C STP MM<br>$750,000<br>*April 1997* |
| 140 | Wurzbach Parkway | Nacogdoches<br>Construct a 4 lanes divided roadway (Wurzbach Parkway) | IH 35 | FEDERAL<br>FY 1996 | 3A NHS Mobility<br>$24,585,000<br>*March 1996* |
| 139 | Wurzbach Rd (Leon Valley | Seville (West City Limits)<br>Reconstruct 4 lane and continuous left turn lane | Evers Road (East City Limits | FEDERAL<br>FY 1996 | 4C STP MM<br>$1,027,100<br>*July 1996* |
| 137 | Wurzbach Road | .6 mile East of Ingram Road<br>Reconstruct from 2 lane to 4 lane with continuous left turn lane | Leon Valley West City Limit | FEDERAL<br>FY 1997 | 4C STP MM<br>$1,503,500<br>*April 1997* |
| 7 B | Zarzamora | Commerce<br>Reconstruct and widen existing 2 lane street to 4 lanes | Culebra | FEDERAL<br>FY 1996 | 4C STP MM<br>$1,990,960<br>*April 1996* |

## Index of Transit Projects

| MPO Number | NAME / Project Description | TIP Section / Fiscal Year | Fed. Prog. / Project Amount |
|---|---|---|---|
| 2828 | **Automated Fare Dispensing**<br>Placement of bus ticket vending machines | LOCAL<br>FY 1996 | LOCAL<br>$2,000,000 |
| 2832 B | **AVL/Radio System**<br>New vehicle location and monitoring system | TRANSIT<br>FY 1997 | S 9 FTA<br>$500,000 |
| 2832 C | **AVL/Radio System**<br>New vehicle location and monitoring system | TRANSIT<br>FY 1998 | S 9 FTA<br>$240,000 |
| 2832 A | **AVL/Radio System Requirements**<br>New vehicle location and monitoring system | TRANSIT<br>FY 1996 | S 9 FTA<br>$6,060,000 |
| 2838 | **Bus Stop Improvement**<br>Design and installation of passenger shelters | LOCAL<br>FY 1997 | LOCAL<br>$2,000,000 |
| 2844 | **Bus Stop Improvements**<br>Design and installation of passenger | LOCAL<br>FY 1996 | LOCAL<br>$2,000,000 |
| 2867 | **Bus Stop Improvements**<br>Design and installation of passenger | LOCAL<br>FY 1998 | LOCAL<br>$2,000,000 |
| 2845 | **Christian Senior Services**<br>Purchase one 15 passenger van | TRANSIT<br>FY 1996 | S16 FTA<br>$27,300 |
| 2846 | **City of San Antonio Supportive Services**<br>Purchase one type I van w/ lift | TRANSIT<br>FY 1996 | S16 FTA<br>$38,220 |
| 2868 | **Downtown-Central P&R Facility**<br>Property acquisition, design, and construction | TRANSIT<br>FY 1998 | S 9 FTA<br>$2,710,000 |
| 2847 | **Goodwill Industries**<br>Purchase one 15 passenger van | TRANSIT<br>FY 1996 | S16 FTA<br>$26,250 |
| 2848 | **Greater Randolph Area Services**<br>Purchase one 15 passenger van | TRANSIT<br>FY 1996 | S16 FTA<br>$30,450 |
| 2738 | **Headquarter Facilities**<br>Convert exist. parking to office | LOCAL<br>FY 1997 | LOCAL<br>$2,500,000 |
| 2859 | **Intermodal Terminal**<br>Preliminary engineering and design | TRANSIT<br>FY 1997 | S 9 FTA<br>$2,500,000 |
| 2870 | **Intermodal Terminal**<br>Property acquisition for construction | TRANSIT<br>FY 1998 | S 3 FTA<br>$3,500,000 |
| 2849 | **Mission Road Development Center**<br>Purchase one 8 passenger van | TRANSIT<br>FY 1996 | S16 FTA<br>$23,888 |
| 2837 | **Operating Assistance**<br>Operating Assistance for FY 1996-97 | TRANSIT<br>FY 1996 | S 9 FTA<br>$59,694,000 |

FY 1996-1998 Transportation Improvement Plan

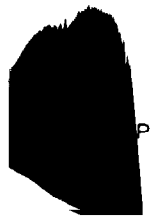
## Index of Transit Projects

| MPO Number | NAME | Project Description | TIP Section / Fiscal Year | Fed. Prog. / Project Amount |
|---|---|---|---|---|
| 2837 | **Operating Assistance** | Operating Assistance: March 1, 1997- | **TRANSIT** FY 1997 | **S 9 FTA** $62,623,000 |
| 2871 | **Operating Assistance** | Operating Assistance: March 1, 1998- | **TRANSIT** FY 1998 | **S 9 FTA** $65,538,000 |
| 2852 | **Riverside Healthcare, Inc.** | Purchase one type I van w/ lift | **TRANSIT** FY 1996 | **S16 FTA** $34,808 |
| 2853 | **Route Restructure/Transfer Center** | Near Northside Route Resturcture | **LOCAL** FY 1996 | **LOCAL** $1,330,000 |
| 2854 | **Security** | On-Board Security Cameras for | **TRANSIT** FY 1996 | **S 9 FTA** $1,770,000 |
| 2874 | **Transit passenger facilities** | East Neighborhood Route Restructure | **TRANSIT** FY 1998 | **S 9 FTA** $1,608,000 |
| 2873 | **Transit passenger facilities** | Northcentral Neighborhood Route Restructure | **TRANSIT** FY 1998 | **S 9 FTA** $1,608,000 |
| 2861 | **Transit passenger facilities** | Northeast Route Restructure | **LOCAL** FY 1997 | **LOCAL** $804,000 |
| 2863 | **Transit passenger facilities** | Northwest Route Restructure | **LOCAL** FY 1997 | **LOCAL** $3,558,000 |
| 2875 | **Transit passenger facilities** | South Neighborhood Route Restructure | **TRANSIT** FY 1998 | **S 9 FTA** $804,000 |
| 2862 | **Transit passenger facilities** | Southwest Route Restructure | **LOCAL** FY 1997 | **LOCAL** $1,608,000 |
| 2876 | **Transit passenger facilities** | West Neighborhood Route Restructure | **TRANSIT** FY 1998 | **S 9 FTA** $804,000 |
| 2883 | **Vehicle Procurement** | Purchase 1 each alternative fuel cab/chassis | **TRANSIT** FY 1998 | **S 9 FTA** $60,000 |
| 2866 | **Vehicle Procurement** | Purchase 1 replacement shop utility vehicle | **TRANSIT** FY 1997 | **S 9 FTA** $6,000 |
| 2856 | **Vehicle Procurement** | Purchase 2 alternative fuel non-revenue cars | **TRANSIT** FY 1996 | **S 9 FTA** $50,000 |
| 2857 | **Vehicle Procurement** | Purchase 3 fork lifts, 1 tug, | **TRANSIT** FY 1996 | **S 9 FTA** $129,000 |
| 2865 | **Vehicle Procurement** | Purchase 4 expansion pickup trucks | **TRANSIT** FY 1997 | **S 9 FTA** $80,000 |

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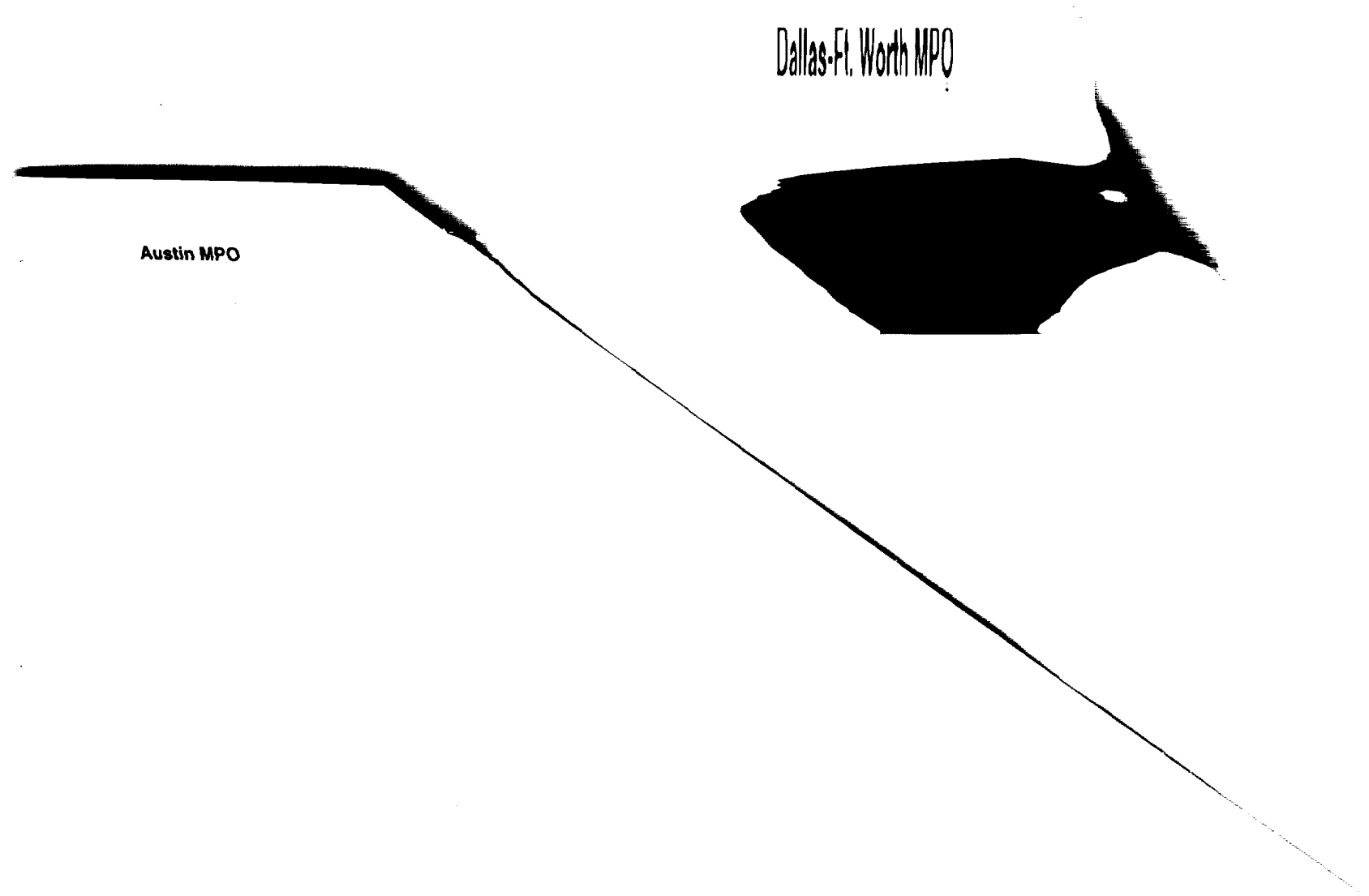
| MPO Number | NAME | Project Description | TIP Section Fiscal Year | Fed. Prog. Project Amount |
|---|---|---|---|---|
| 2864 | Vehicle Procurement | Purchase 4 Non-revenue sedans | TRANSIT FY 1997 | S 9 FTA $101,000 |
| 2858 | Vehicle Procurement | Purchase 4 replacement and 1 expansion | TRANSIT FY 1996 | S 9 FTA $277,000 |
| 2881 | Vehicle Procurement | Purchase 6 alternative fuel expansion | TRANSIT FY 1998 | S 9 FTA $124,000 |
| 2882 | Vehicle Procurement | Purchase 6 alternative fuel non-revenue | TRANSIT FY 1998 | S 9 FTA $239,000 |
| 2880 | Vehicle Procurement | Purchase 7 alternative fuel expansion | TRANSIT FY 1998 | S 9 FTA $185,000 |
| 2000 | Vehicle Procurement | Purchase 7 expansion pickup trucks | TRANSIT FY 1996 | S 9 FTA $134,000 |
| 2842 | Vehicle Procurement | Purchase 11 replacement LE and alternative | TRANSIT FY 1998 | S 9 FTA $3,628,000 |
| 2816 | Vehicle Procurement | Purchase 15 Alternative Fuel Lift Equipped | TRANSIT FY 1996 | S 9 FTA $4,439,000 |
| 2877 | Vehicle Procurement | Purchase 17 40' LE alternative fuel | TRANSIT FY 1998 | S 3 FTA $6,337,000 |
| 2855 | Vehicle Procurement | Purchase 21 Expansion Paratransit | TRANSIT FY 1996 | S 9 FTA $1,648,000 |
| 2879 | Vehicle Procurement | Purchase 24 alternative fuel replacement | TRANSIT FY 1998 | S 9 FTA $631,000 |
| 2833 | Vehicle Procurement | Purchase 38 alternative fuel and LE | TRANSIT FY 1997 | S 3 FTA $13,620,000 |
| 2878 | Vehicle Procurement | Purchase 44 LE and alternative fuel | TRANSIT FY 1998 | S 9 FTA $3,340,000 |
| 2843 B | Vehicle Procurement | Purchase 52 alternative fuel and LE | TRANSIT FY 1997 | S 9 FTA $4,236,000 |
| 2843 A | Vehicle Procurement | Purchase 112 alternative fuel and LE | TRANSIT FY 1997 | S 9 FTA $8,184,000 |
| 2834 | Vehicle Procurement | Purchase 121 alternative fuel and LE | TRANSIT FY 1997 | S 3 FTA $42,316,000 |

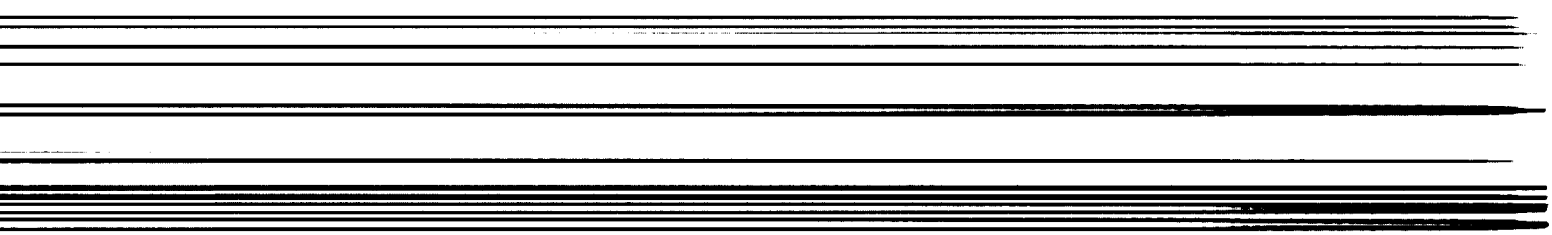




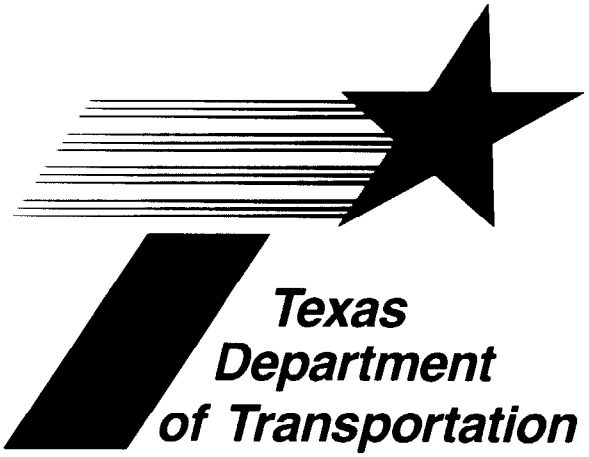
# Transportation Management Areas (TMAs)




Dallas-Ft. Worth MPO
Austin MPO



# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM



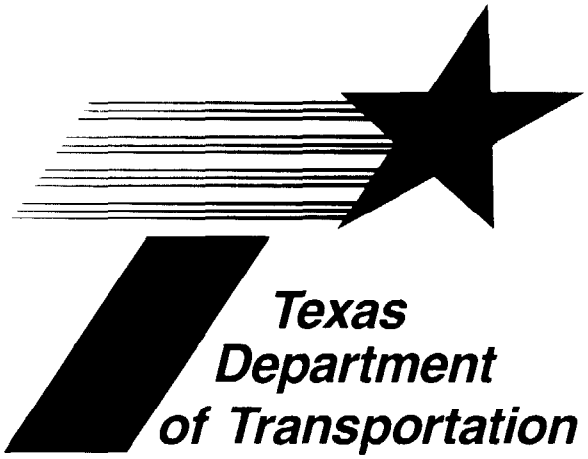

## Metropolitan Planning Organizations Transportation Management Areas (TMAs)

FY 1996-1998

Approved by the Texas Transportation Commission **November 30, 1995**

Volume 2 of 3

# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM




# Metropolitan Planning Organizations Transportation Management Areas (TMAs)

FY 1996-1998

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Volume 2 of 3