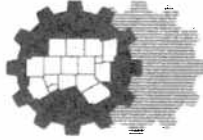


**Application for
Pass-Through Financing
for the
US 75 from Telephone Road
to Melissa Road & SH 121
Interchange Project**

**North Central Texas Council of Governments/
Regional Transportation Council**



2011



North Central Texas Council Of Governments

February 25, 2011

Mr. John Barton
Assistant Executive Director for Engineering Operations
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

Dear Mr. Barton:

On behalf of the Regional Transportation Council (RTC), the North Central Texas Council of Governments (NCTCOG) is submitting the US 75 project from Telephone Road (CR 275) to Melissa Road including the interchange at SH 121 for consideration under the 2011 Pass-Through Toll Finance Program. The Texas Department of Transportation Dallas District will serve as the implementing agency and will provide construction oversight for the project. Therefore, NCTCOG and TxDOT Dallas District staffs have coordinated closely during the development of this application.

The RTC will fund this project upfront with Dallas-Fort Worth Regional Toll Revenue (RTR) funds, and is seeking reimbursement from TxDOT over a 10-15 year period under the Pass-Through Toll Finance Program.

The application for this project is provided in Appendix C, as required by TxDOT's Call for Projects Guidance. In addition, Appendix D outlines the total project cost, projected funding summary, and proposed reimbursement schedule summary. The RTC is proposing a 10-15 year reimbursement period to begin upon completion of construction, which is anticipated for late fiscal year 2012. As such, the final payment would be by fiscal year 2030.

If you have any questions please contact Christie Jestis, Senior Program Manager at 817/608 2338 or cjestis@nctcog.org.

Sincerely,

Mike Eastland
Executive Director

AB:lp

Attachments

cc: Bill Hale, P.E., District Engineer, TxDOT Dallas District
Gus Khankarli, P.E., Asst. Regional Director-Project Delivery,
TxDOT Regional Planning Office

Pass-Through Toll Financing Project Proposal

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Section I - Applicant Information

A. Applicant

North Central Texas Council of Governments (See Appendix C for additional details about applicant)

B. Pass-Through Application

Please see attached Application for Pass-Through Toll Financing Project Proposal (Appendix C)

C. Applicant's experience in developing highway projects.

NCTCOG/RTC – the North Central Texas of Governments and the Regional Transportation Council, as the Metropolitan Planning Organization for North Texas has significant experience in working with TxDOT and in the development of highway projects in the planning and funding phases of development. As noted in the cover letter, the TxDOT Dallas District will build the US 75 from Telephone Road to Melissa Road project (including the interchange with SH 121N) with funding provided by the NCTCOG/RTC.

Section II - Financial Information

A. Financial Data –

In 2007, the North Central Texas region received \$3.2 Billion as an upfront concession payment for the construction of State Highway 121 in Collin, Dallas, and Denton Counties. Since that time, these proceeds have grown to \$3.4 Billion due to interest accruals. A portion of these funds will be used to construct the US 75 from Telephone Road (CR 275) to Melissa Road (including the interchange at SH 121 N) project.

B. Projected Funding Sources

Attached (in Appendix D) is the Total Project Cost and Projected Funding Summary table from the TxDOT Pass-Through Application. Below is a breakdown of project costs and the funding source for each phase.

Phase	FY	Cost (\$ in Millions)	Funding (\$ in Millions)	Funding Source
Engineering/Environmental & Environmental Mitigation	2011	\$5.36	\$5.36	Regional Toll Revenue Funds
Right of Way	2011- 2012	\$9.10	\$9.10	Regional Toll Revenue Funds
Utilities	2012	\$1.50	\$1.50	Regional Toll Revenue Funds
Construction	2013- 2015	\$74.1	\$74.1	Regional Toll Revenue Funds
Construction Engineering/ Contingencies	2013- 2015	\$8.25	\$8.25	Regional Toll Revenue Funds
Total	2011- 2015	\$98.31	\$98.31	

C. Requested Reimbursement and Proposed Pass-Through Payment Schedule

NCTCOG/RTC is requesting 90 percent reimbursement of the total project cost, and a 10-15 year repayment period. The total cost is \$98.31 Million and the request is for an \$88.48 Million payback. The maximum reimbursement schedule is based upon a \$0.40 per vehicle rate for 15 years. Additional details can be found in the attached Proposed Reimbursement Schedule Summary from the TxDOT Pass-Through Application.

D. Other Costs

All phases and developmental activities associated with this project are funded with Regional Toll Revenue (RTR) dollars.

E. Additional Financial Information

1. Tolling Intent – This project is not intended to be tolled.

2. Transportation Reinvestment Zone – There is no intention to create a Transportation Reinvestment Zone at this time.

3. Comprehensive Development Agreement Statement – The project does not involve a Comprehensive Development Agreement.

Section III – Project Information

A. Project Description and Scope

The scope of the proposed project is to reconstruct and widen US 75 from 4 to 6 lanes with an interchange at SH 121. This project will also include the construction of 2 lanes of frontage roads in each direction.

B. Project Location Map

Project location maps are included in Attachment #1.

C. Existing / Proposed Roadway Typical Sections

Existing and proposed roadway typical sections are included in Attachment #2.

D. Existing / Proposed traffic volumes.

Existing and proposed traffic volumes are included in Appendix D. All volumes used are from the Dallas-Fort Worth Regional Travel Model. The methodology to establish these Average Daily Traffic (ADT) figures involves using average daily travel model volumes from 2012 and 2035 to interpolate ADT figures for the intervening years and to extrapolate volumes for year 2011.

E. Project Cost Estimates

Projected costs are included in Attachment #4.

F. Proposed Program Development and Implementation Schedule

Engineering, right-of-way acquisition, and utility relocation activities are scheduled to start in FY 2011 and continue through 2012. Construction is set to

begin in August 2012 with an estimated completion date of February 2015. The estimated duration of construction is approximately 900 working days.

Section IV – TxDOT Selection Criteria

A. Staff Evaluation

1. Financial Contribution:

This project will be built using Regional Toll Revenue (RTR) funds. These funds were committed to the project by the Regional Transportation Council in December 2009. As a high priority corridor, additional RTR funding will be identified for this project if needed.

2. Geographic Area Effect:

This project will provide incremental progress toward the widening and reconstruction of the US 75 corridor. This corridor is a gateway to the North Central Texas region from Oklahoma; therefore, the impacts of this improvement, in terms of safety and congestion, are both interstate and intrastate. Regional Toll Revenue funds are also being used on segments approximately 3 miles to the immediate north and over 20 miles south of the proposed segment and interchange.

3. UTP Designation:

This project is designated as a construction project in the 2010 UTP.

4. Relieve Congestion:

This project is located in Collin County, which is a rapidly growing area of the State. Adding capacity along this corridor and constructing the interchange at SH 121N will help alleviate congestion as the population expands. This segment also ties into and supports southern portions of US 75 that have been grouped into the “100 Most Congested Roadway Segments” in the State of Texas.

5. Safety Benefit:

From 2007 to 2009, there were over 7,900 accidents along this segment of US 75 with 35 fatalities. As this segment is currently a rural cross section, the proposed improvements will urbanize the corridor and improve the safety for users.

6. Air Quality:

This project will alleviate congestion at a choke point in the system, thereby reducing vehicle emissions and improving regional air quality.

7. Compatibility of Project:

This project is located within the Metropolitan Planning Area (MPA) boundary of Dallas-Fort Worth and is consistent with the Metropolitan Transportation Plan and the regional air quality conformity determination. This project also advances goals set by the Texas Department of Transportation by enhancing safety, maintaining the existing system, promoting congestion relief strategies, and enhancing system connectivity.

8. Closing System Gaps:

As the Dallas Fort Worth urbanized area continues to grow north along the US 75 corridor, improvements along this corridor have become vitally important. This project will be one of many projects along the US 75 corridor that help close gaps created by the increase in population and demand along the corridor. In fact, this segment helps advance improvements along the corridor north to the Outer Loop as well.

9. Transportation Reinvestment Zone:

This project is not located in a designated Transportation Reinvestment Zone (TRZ) and there is no intent by the proposer to initiate the creation of a TRZ.

10. Reimbursement/Payment Schedule

The reimbursement schedule is based upon a \$0.40 per vehicle rate for 10-15 years. Appendix D contains the details of the proposed reimbursement rate.

B. Additional Commission Factors

1. Economic Development Potential:

With 19% truck traffic, this corridor provides a vital, interstate goods movement function, which improves the economic vitality of the State and region. In addition, this project will foster economic development by providing improved access through the City of Melissa.

2. Financial Strength of Proposing Entity:

In 2007, the North Central Texas region received \$3.2 billion as an upfront concession payment for the construction of SH 121. Since that time these proceeds have grown to \$3.4 billion due to interest accruals. Collin County received an initial allocation of over \$870 million in 2007. A portion of these funds will be used to construct the US 75 project from Telephone Road (CR 275) to Melissa Road (including the interchange at SH 121N).

3. Hurricane Evacuation Route:

This project is not a designated Hurricane Evacuation Route.

4. Base Realignment & Closure:

This project is not in close proximity to a major military installation.

5. Experience of Proposer in Similar Projects:

The proposed project is joint effort between the Dallas-Fort Worth MPO and the TxDOT-Dallas District. Both entities have an excellent track record for implementing and constructing, in the case of TxDOT, projects of this magnitude.

6. Relationship of Proposed Project to Commission Goals:

This project also advances some of the goals set by the Texas Department of Transportation by enhancing safety, maintaining the existing system, promoting congestion relief strategies, and enhancing system connectivity.

7. Provide Letters of Public Support:

Collin County and the City of Melissa have provided a letters in support of the US 75 from Telephone Road to Melissa Road and SH 121 interchange project. (See the Letters of Support section.)



Application Guidelines for Pass-Through Toll Financing Project Proposal

Appendix C

SECTION I—Applicant Information

Applicant Name: <u>North Central Texas COG</u>	Classification: <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Primary Contact: <u>Christie Jestis</u>	Contact's Title: <u>Senior Program Manager</u>
Street Address: <u>616 Six Flags Drive</u>	Phone No.: <u>817/608-2338</u>
City, State, Zip: <u>Arlington, TX, 76011</u>	Fax No.: <u>817/640-3028</u>
Project Description: <u>Reconstruct & widen 4 lanes to 6 lanes & 2 lane frtg rds w/ i/c at SH 121</u>	E-mail Address: <u>cjestis@nctcog.org</u>

SECTION II—Required Financial Information

The following six items must be included in your proposal:

- Financial information sufficient to show the financial strength and capability of the proposer to develop and complete the project or to make all projected future payments if the proposal is for the development of a project by the department.
- The projected funding sources and amounts by fiscal year proposed for each of the project cost categories including as applicable design, development, financing, construction, maintenance, and operation (see Appendix D).
- Total amount and period of reimbursement requested and proposed pass-through payment schedule (see Appendix D).
- The type of funding and other kinds of department contributions and participation requested for the project, other than reimbursement from the pass-through toll program.
- A statement indicating the applicant's intention to toll or not to toll the project and, if tolled, the approximate date the highway will begin to be tolled.
- A statement indicating whether the applicant has or intends to designate a transportation reinvestment zone (TRZ) under Texas Transportation Code §§222.105-222.107. If applicable, provide information regarding the location and limits for the zone, and how the TRZ will be used to finance the proposed project.

SECTION III—Required Project Information

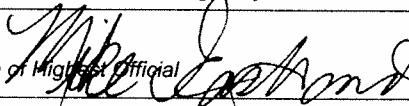
The following six items must be included in the proposal:

- Specific project limits and project length(s) including, if applicable, connections to other transportation facilities, (include CSJ numbers, if available and obtainable from District Office,) and a project location map.
- Existing (if applicable) and proposed typical roadway cross sections.
- Existing and projected (at new facility opening and at the end of the reimbursement period) traffic volumes (average daily traffic - ADT).
- Total estimated project cost including breakouts for preliminary engineering, environmental mitigation (if applicable), ROW, utility adjusts./relocate., construction, construction engineering, maintenance (if applicable), operations (if applicable), contingencies, indirect costs and other project related costs (see Appendix D).
- Proposed project development and implementation schedule including estimated date when total project will be open to traffic.
- Names, addresses, telephone numbers, facsimile numbers and email addresses for any additional contacts.

SECTION IV—Acknowledgment and Certification

I certify that:

I have the authority to submit the proposal for pass-through toll financing described in this application. To the best of my knowledge, all information contained in this application is valid and accurate and the governing body of the undersigned jurisdiction has authorized the submission of this application.

Signature of Highest Official 	Date <u>2/25/11</u>
Printed Name <u>Mike Eastland</u>	Title, Jurisdiction <u>Executive Director</u>

Note: The following worksheets are intended to be used as a guide in developing the proposal.

Pass-Through Toll Financing Project Scope and Estimate Documentation Form (Suggested Worksheet)

Date: 03/01/11 Applicant Name: NCTCOG
Primary Contact: Christie Jestis
E-mail Address: cjestis@nctcog.org

District: Dallas/Fort Worth CSJ (if any): 0047-14-068
County: Collin UTP Authority (if any): CONSTRUCT
(PLAN, DEVELOP or CONSTRUCT)

Highway: US 75

Limits:

From: Telephone Road

To: North of Melissa Road

Project Length: 2.765 miles

Corridor Section Length: 2.765 miles

(This length is defined as the project corridor length from NHS to NHS route)

Project Scope:

Reconstruct and widen 4 lane to 6 lanes and 2 lane frontage roads each direction and reconstruct interchange at SH 121

Tentative Letting Date: 08/01/12

Estimated Duration of Construction: 900 (working days)*

(* A working day is defined as a calendar day.)

Advanced Project Development Elements

A. Schematic development

1. Schematic status

a. Percent complete 100 %

b. Approval authority: FHWA TxDOT-DES TxDOT-District

B. Environmental Commitments & Issues

1. Anticipated type of environmental document required CE EA EIS

2. Has environmental document been approved? Yes No

Status Under review by TxDOT ENVas of Feb 2011, Approval Sept 2011

3. Office responsible for preparing environmental document Dallas District APD

Note: The following worksheets are intended to be used as a guide in developing the proposal.

**Pass-Through Toll Financing Project
 Scope and Estimate Documentation Form
 (Suggested Worksheet)**

C. Potential Environmental Impacts

1. Historical/Archeological sites	no hist. sites; no recorded arch. sites
2. Disruption of Schools/Neighborhoods	no effects
3. Agricultural or Recreational Lands	no ag. impact; 0.2 ac. of non-4(f) park
4. Air/Water Quality	no effects
5. Potential hazardous material sites	2 low-risk sites; no high-risk sites
6. Wetlands, Streams, Lakes, Floodplains	no floodpl.; no wetlands; <1ac. waters
7. Social, economic, environmental justice	no effects
8. Endangered Species	no effects
9. Located within a Coastal Zone	no
10. Adverse effects of noise	1 impacted site; no walls proposed

Proposed Right Of Way & Utility Elements

A. Right of way elements

1. Proposed Usual ROW width 195'
2. Is additional ROW required? Yes No

B. Major utility facilities - Preliminary utility inventory

Utility	Type	Crossing or Parallel?	Describe potential conflict
North Collin	Water	Parallel	Relocate to accommodate widening
Oncor	Electric	Parallel	Relocate to accommodate widening
City of Melissa	Wastewater	Crossing	Relocate to accommodate widening
AT&T	Telephone	Parallel	Relocate to accommodate widening

Note: The following worksheets are intended to be used as a guide in developing the proposal.

Pass-Through Toll Financing Project Scope and Estimate Documentation Form (Suggested Worksheet)

Proposed Roadway Design Elements

A. Functional classification:

Freeway Arterial Major Collector Minor collector Local

B. Highway type:

Urban Suburban Rural
 Freeway Frontage road Multilane road Two-lane road

C. Proposed Scope:

Mobility Corridor (5) 4R/new construction 3R 2R

D. Terrain: Level Rolling

E. Traffic:

Roadway	Existing ADT	% Trucks	ADT (letting year)	ADT (opening year)	ADT (end of reimb. period)
US 75	43,775	19.1	47,713(2012)	59,534(2015)	118,63(2030)

Data Source: NCTCOG Travel DemandModel

F. Design criteria:

1. Posted Speed: 65 Design Speed: 70
2. Grades: Minimum: 0.5 Maximum: 3.0

G. Are design exceptions/waivers anticipated? Yes No

If yes, what design elements? _____

H. Pavement Design

a. Proposed pavement type: Yes No
RIGID

Proposed Hydraulic Elements

A. Is the design of any special drainage facility required? Yes No

If yes, explain _____

Note: The following worksheets are intended to be used as a guide in developing the proposal.

**Pass-Through Toll Financing Project
Scope and Estimate Documentation Form
(Suggested Worksheet)**

- B. Are any of the communities (county/city/town) participating in the National Flood Insurance Program (NFIP)? Yes No

If yes, have the appropriate Flood Plain Administrators (FPA) been notified?

Names / Communities City of Melissa & Collin County

- C. Is there any existing development in the floodplain, or adjacent to the ROW but not in the floodplain, that may be impacted at any stage by changes (no matter how small) brought about by the project? Yes No

Proposed Traffic Operations Elements

- A. Is signalization proposed? Yes No

If yes, are traffic signals warranted? Yes No

At which intersections are signals proposed? _____

- B. Is safety lighting proposed? Yes No

If yes, where? Interchange with SH 121

- C. Is continuous lighting proposed? Yes No

If yes, where? _____

- D. Are Intelligent Transportation System (ITS) items proposed? Yes No

Proposed Miscellaneous Elements

- A. Geotechnical exploration

Is geotechnical exploration needed for any of the following (mark all that apply)?

Roadway Bridge Retaining/Noise wall Storm Drain Other

- B. Will all requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG), Texas Accessibility Standards (TAS) and related rules be met?

Yes No

- C. Are railroad agreements needed? Yes No

If yes, where? _____

- D. Are airway/highway clearance permits required? Yes No

Attachments to be provided by the applicant:

1. Project location map (drawn to scale) showing proposed alignments and approximate locations for the following items:
 - a. Roadway layout **See Attachment #1**
 - b. Potential environmental issues (e.g. natural habitat, wetlands, cemeteries, historic features, contaminated sites) **Not Applicable**
 - c. Railroad crossings **Not Applicable**

2. Existing and Proposed Typical Sections for roadways and bridges including the following items at a minimum: **See Attachment #2**
 - a. Lane, shoulder, median and speed change lane widths
 - b. Cross slopes, side slopes, horizontal clearance and ROW limits
 - c. Provisions for pedestrians, bicyclists and parking (if applicable)
 - d. Pavement layer thickness and composition (e.g. subbase, base, surface course)

3. Typical sections for major phases of construction traffic control.
The PS&E preparation for this project has not begun yet, so phase construction typical sections are not available. However, we anticipate that the general construction sequencing will be to widen the existing mainlane pavement on one side of the highway centerline and detour both directions of traffic to that side, while maintaining the existing number of lanes in each direction. The highway would be reconstructed on the other side. All traffic would then be shifted to the completed pavement and the opposite side of the highway rebuilt. Frontage roads would be rebuilt by constructing temporary widening along both northbound and southbound sides, shifting traffic to the widening and constructing the new pavement in the space provided.

4. Detailed cost estimate or basis for the cost estimate provided **See Attachment #4**

5. If project is proposed as a toll facility, provide the following:
This project will not be a tolled facility
 - e. Description and/or layout of the segments to be tolled, and those that will not be tolled,
 - f. Estimated revenue to be collected from tolled segments during the first ten years of operation, and
 - g. Breakdown of estimated costs for tolled and non-tolled segments.

TOTAL PROJECT COST AND PROJECTED FUNDING SUMMARY

Appendix D

Highway US 75 (Including Interchange) Limits From: Telephone Rd To: N. Melissa Rd	Control-Section-Job No.(s) 0047-14-068 Project Length: 2.765 miles
--	---

	Prelim. Eng.	Environ. Mitiga. (if applicable)	Right of	Utility Adj./	Const. Cost *	Const. Eng.	Maint. (if applicable)	Operations (if applicable)	Conting.	Indirect Costs	Other Costs	TOTAL COST	Amount of Funding Provided: (in millions)			
													City	County	Private	Regional
FY 11	\$2.500	\$0.360	\$2.275									\$5.135				\$5.135
FY 12	\$2.500		\$6.825	\$1.500								\$10.825				\$10.825
FY 13					\$30.000	\$1.800			\$1.500			\$33.300				\$33.300
FY 14					\$30.000	\$1.800			\$1.500			\$33.300				\$33.300
FY 15					\$14.100	\$0.900			\$0.750			\$15.750				\$15.750
FY 16												\$0.000				
FY 17												\$0.000				
FY 18												\$0.000				
FY 19												\$0.000				
FY 20												\$0.000				
FY 21												\$0.000				
FY 22												\$0.000				
TOTAL PROJECT COST (in millions)	\$5.000	\$0.360	\$9.100	\$1.500	\$74.100	\$4.500	\$0.000	\$0.000	\$3.750	\$0.000	\$0.000	\$98.310	\$0.000	\$0.000	\$0.000	\$98.310

If more than one project, include a separate sheet for each project, as well as a summary sheet of all projects.

* A separate sheet(s) should be prepared to show a further breakdown of the construction costs.

- 1
- 2
- 3
- 4
- 5

PROPOSED REIMBURSEMENT SCHEDULE SUMMARY (Subject to Negotiation)

Highway Limits Control-Section-Job No.(s)		US 75 From: Telephone Rd 0047-14-068	To: N. of Melissa Rd	Project Length: 2.765				Suggested Maximum Reimbursement	Suggested Minimum Reimbursement
			Est. ADT in Fiscal Year	Est. Annual Traffic	Annual Vehicle Miles	Proposed Rate	Est. Annual Reimbursement		
FY 2015		\$0.00	59,534	15,478,840	201,070,132	0.40	\$80,428,053		\$4,021,403
FY 2016		\$0.00	63,474	16,503,240	214,377,088	0.40	\$85,750,835		\$4,287,542
FY 2017		\$0.00	67,414	17,527,640	227,684,044	0.40	\$91,073,617		\$4,553,681
FY 2018		\$0.00	71,354	18,552,040	240,991,000	0.40	\$96,396,400		\$4,819,820
FY 2019		\$0.00	75,294	19,576,440	254,297,956	0.40	\$101,719,182		\$5,085,959
FY 2020		\$0.00	79,234	20,600,840	267,604,912	0.40	\$107,041,965		\$5,352,098
FY 2021		\$0.00	83,174	21,625,240	280,911,868	0.40	\$112,364,747		\$5,618,237
FY 2022		\$0.00	87,114	22,649,640	294,218,824	0.40	\$117,687,529		\$5,884,376
FY 2023		\$0.00	91,054	23,674,040	307,525,780	0.40	\$123,010,312		\$6,150,516
FY 2024		\$0.00	94,994	24,698,440	320,832,736	0.40	\$128,333,094		\$6,416,655
FY 2025		\$0.00	98,934	25,722,840	334,139,692	0.40	\$133,655,877		\$6,682,794
FY 2026		\$0.00	102,874	26,747,240	347,446,648	0.40	\$138,978,659		\$6,948,933
FY 2027		\$0.00	106,814	27,771,640	360,753,604	0.40	\$144,301,441		\$7,215,072
FY 2028		\$0.00	110,754	28,796,040	374,060,560	0.40	\$149,624,224		\$7,481,211
FY 2029		\$0.00	114,694	29,820,440	387,367,516	0.40	\$154,947,006		\$7,964,276
FY 2030		\$0.00	118,634	30,844,840	400,674,472	0.40	\$160,269,789		
TOTAL REIMBURSEMENT AMOUNT		\$88,480,000						\$0	\$88,482,573

If more than one project, a separate sheet should be prepared for each project and a summary sheet of the total reimbursement schedule included.

* FY XXXX = Opening Year - Increment by years until project is paid off.

Estimated ADT by fiscal year must be provided by TxDOT or TxDOT must agree to the methodology and estimated traffic volumes furnished.

Estimated annual traffic is equal to 365 days (or portion of year in days open to traffic) multiplied by the estimated ADT.

Annual vehicle miles are equal to the estimated annual traffic multiplied by project mileage.

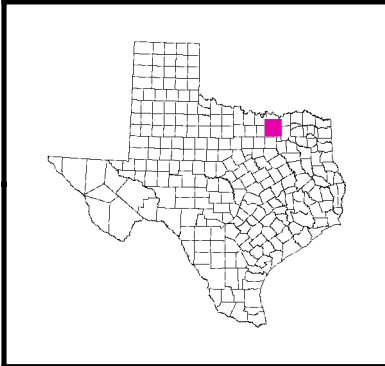
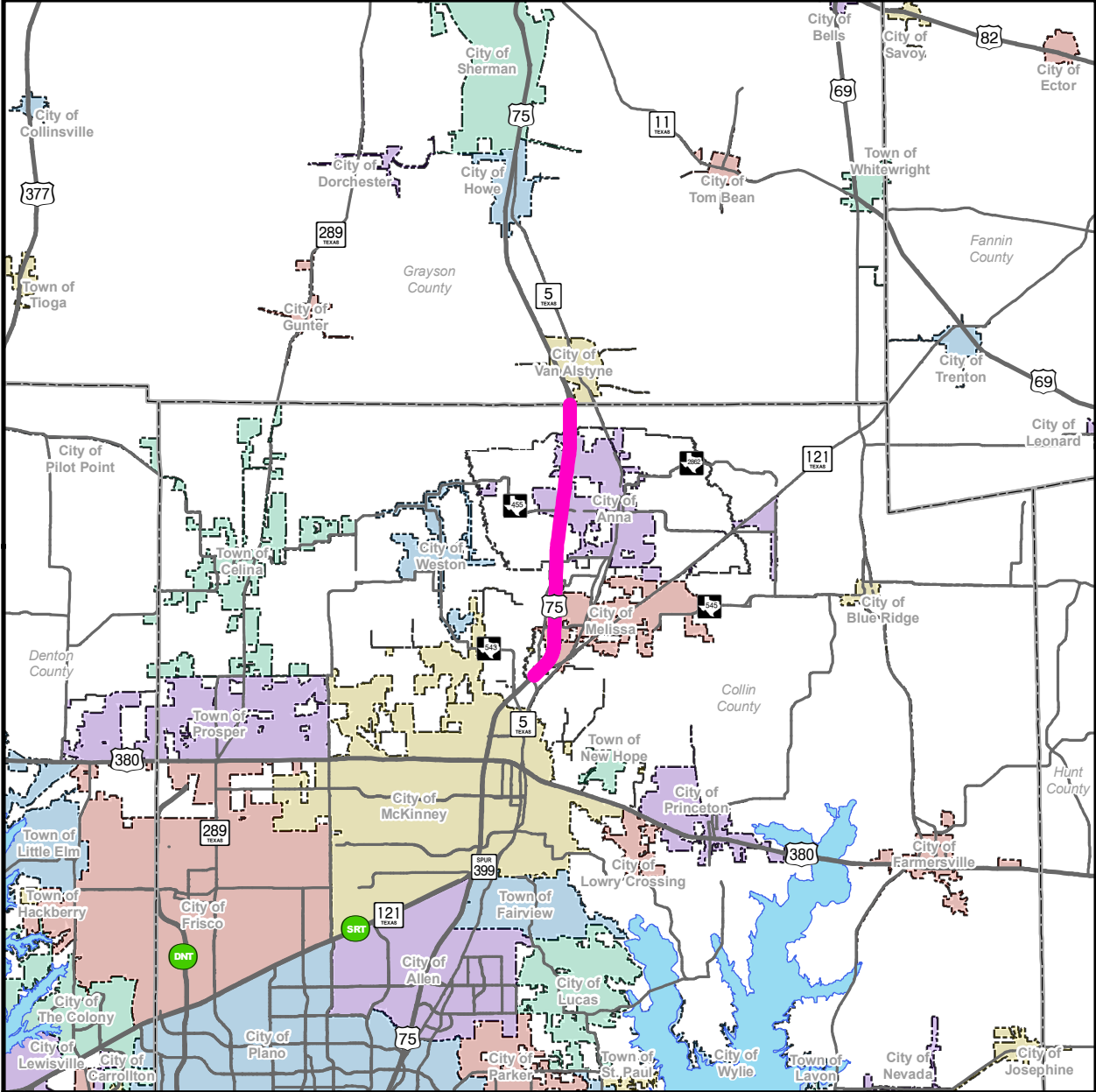
Proposed rate is the entity's proposed reimbursement rate per mile subject to negotiation (ex., \$0.10 per mile).

Estimated annual reimbursement equals the annual vehicle miles multiplied by the proposed reimbursement rate.

Suggested maximum reimbursement is the proposed maximum reimbursement for the fiscal year.

Suggested minimum reimbursement is the proposed maximum reimbursement for the fiscal year.

Proposed reimbursement schedule includes 15 year maximum reimbursement schedule based on a \$0.40 rate. Years 1-14 will be reimbursed 5% of the estimated annual reimbursement, and year 15 will be reimbursed %5.14 of the estimated annual reimbursement





Legend

 Project Limits



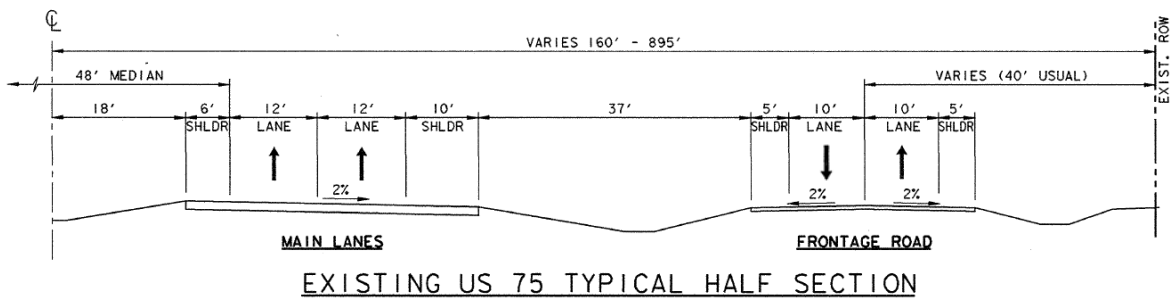
 Miles


CSJ: 0047-14-053


US 75 from CR 275 to CR 375

Figure 1 – General Project Location Map

Source: NCTCOG, 2010



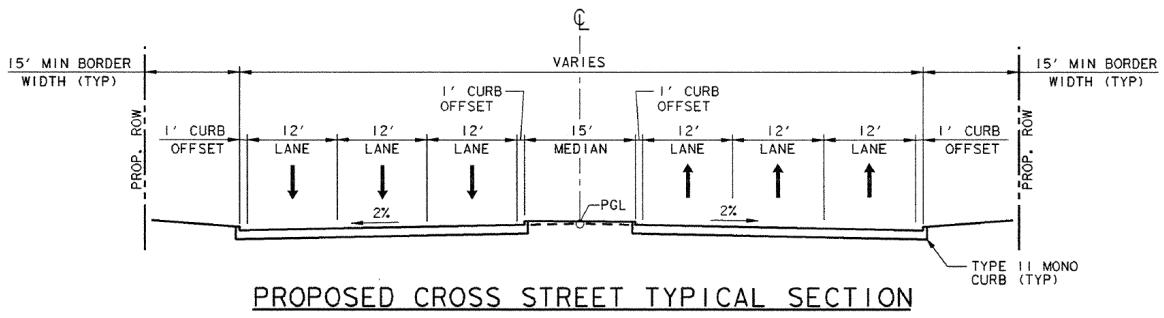
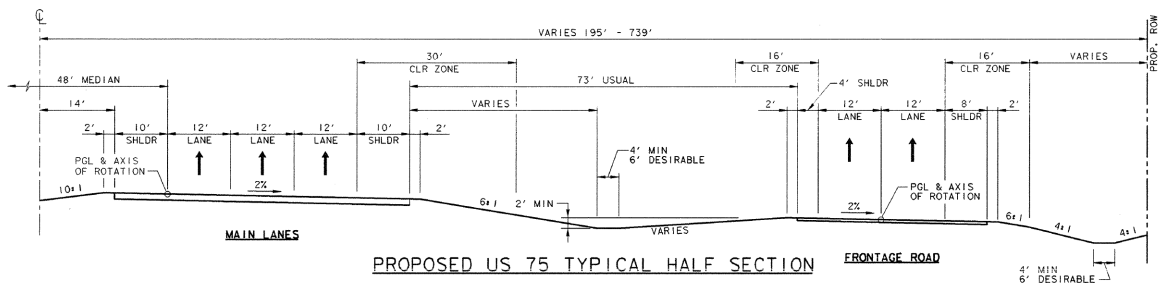
CSJs: 0047-14-053, 0047-14-068,
and 0047-14-069



US 75 from CR 275 to CR 375

Figure 4 – Existing Typical Section

Source: NCTCOG, 2010



CSJs: 0047-14-053, 0047-14-068,
and 0047-14-069



US 75 from CR 275 to CR 375

Figure 5 – Proposed Typical Sections

Source: NCTCOG, 2010

Typical Section for Major Phases of Construction Traffic Control

The PS&E preparation for this project has not begun yet, so phase construction typical sections are not available. However, we anticipate that the general construction sequencing will be to widen the existing mainlane pavement on one side of the highway centerline and detour both directions of traffic to that side, while maintaining the existing number of lanes in each direction. The highway would be reconstructed on the other side. All traffic would then be shifted to the completed pavement and the opposite side of the highway rebuilt. Frontage roads would be rebuilt by constructing temporary widening along both northbound and southbound sides, shifting traffic to the widening and constructing the new pavement in the space provided.



City of Melissa

901 State Hwy. 121
P.O. Box 409
Melissa, TX 75454

Phone: 972-838-2338
Fax: 972-837-4524
cityofmelissa.com

February 21, 2011

NCTCOG
Attn: Michael Morris
P.O. Box 5888
Arlington, TX 76008-5888

Dear Mr. Morris:

The City of Melissa would like to voice our support of the North Central Texas Council of Government's (NCTCOG) application for Pass Through Financing for the US 75 project from Melissa Road to Telephone Rd, TIP code 20197, TxDOT CSJ# 0047-14-068.

For many years the City of Melissa has supported the regional efforts to address the large transportation projects needed in Collin County. Melissa has foregone seeking direct funding from the SH121 regional toll revenue in order to pool the collective resources to address US 75 and SH121, as it is critical to Melissa and the North Texas region. The city has diligently worked with property owners when the opportunity arises to obtain the needed right of way to contribute to the projects.

We urge NCTCOG and the Texas Department of Transportation (TxDOT) to make every effort to expedite the project. Improved traffic mobility in this region will complement economic development, improve air quality, advance traffic safety, and generally enhance the quality of life for all residents in Collin County as well as Melissa. The reconstruction of US 75 is vital to improve mobility and access for residents of Melissa as we continue to grow.

Please feel free to contact me if you have any questions. I can be reached at 972-838-4535 or by email at jlittle@cityofmelissa.com.

Sincerely,



Jason Little
City Administrator



COLLIN COUNTY

Engineering Department
825 N. McDonald Street
Suite 160
McKinney, Texas 75069
972-548-3728
www.collincountytx.gov

February 21, 2011

NCTCOG
Attn: Michael Morris
P.O. Box 5888
Arlington, TX 76008-5888

Dear Mr. Morris:

We would like to extend our support of the North Central Texas Council of Government's (NCTCOG) application for Pass Through Financing for the US 75 project from Melissa Road to Telephone Rd, TIP code 20197, TxDOT CSJ# 0047-14-068.

For many years Collin Country has participated in helping to improve the US 75 corridor in our county. We have contributed over \$2 million in county bond funds with \$949,000 being sent to the City of McKinney for Right of Way participation on US 75 from SH 121 south to SH 121 North.

We urge the Texas Department of Transportation (TxDOT) to make every effort to expedite the project. Improved traffic mobility in this region will complement economic development, improve air quality, advance traffic safety, and generally enhance the quality of life for all residents. The reconstruction of US 75 is vital to improve mobility and access for residents of Collin County as well as surrounding areas.

Please feel free to contact me if you have any questions. I can be reached at 972-548-3728 or by email at rdelgado@co.collin.tx.us.

Sincerely,

Ruben E. Delgado, PE
Collin County Director of Engineering

xc: Tracy R. Homfeld, PE, CFM
Bill Bilyeu
Collin County Commissioners Court