DANNENBAUM ENGINEERING CORPORATION

PASS THROUGH TOLL APPLICATION

WESTPARK EXTENSION

Fort Bend County

05/05/2009

The documents provide the required detail to support an application of the subject highway program, following the published rules, Title 43 – Texas Administrative Code 5.51-5.60, for partial project funding by the state in accordance with the pass through toll reimbursement program.

DANNENBAUM ENGINEERING CORPORATION
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ENGINEERING EXCELLENCE SINCE 1945

May 12, 2009

Mr. Phillip E. Russell, P.E.
Assistant Executive Director for
Innovative Project Development
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Subject: Westpark Extension Pass-Through Toll Application – Fort Bend County

Dear Mr. Russell,

On behalf of Fort Bend County and following the published rules, Title 43 – Texas Administrative Code 5.51-5.60, an application is being made for partial project funding by the state in accordance with the pass through toll reimbursement program.

The overall program involves improving approximately eight and one half (8.5) miles of the existing FM 1093 corridor for $ 137,384,720, to be done in three phases:

Phase 1: Construction of a pair of two-lane one way frontage roads from SH 99, east approximately six miles to the City of Fulshear east city limits.

Phase 2: Construction of a four lane toll road (express lanes) between and within the same limits of the frontage road couplet.

Phase 3: Reconstruct approximately two miles of FM 1093 from the east city limits west to a logical termini west of the intersection with FM 359. The work will involve constructing a two-lane in each direction parkway section.

The pass through financing will be used to fund construction of Phases 1 and 3. $ 36,700,000, or 26% of the total project cost of $ 137,384,720, is requested as part of this application.

The program serves the public interest by:

- Improving highway capacity and providing safer access to the communities and traveling public
- Meeting the local transportation needs and supporting the logical regional growth
- Advancing project delivery, based on participation by local government
- Advancing the development of an important regional/state highway

The initial phase of work is scheduled to be completed and opened to traffic in 2014. When completed, this improved highway system will provide connectivity with north / south arterials and improve access to the City of Fulshear and other active local developments.

The improvements will be developed in accordance with applicable federal and state laws and design criteria.

Please contact Mr. David Milner, P.E., at Dannenbaum Engineering Corporation, at 713-527-6362, or david.milner@dannenbaum.com, should there be additional information needed to complete your review.

Thank you in advance for your review and support for this application.

Sincerely,

DANNENBAUM ENGINEERING CORPORATION

F. Paul Celauro, P.E.
Principal

Enclosures

cc: Mr. Delvin Dennis, TxDOT Houston District – w/enclosures
Mr. Jesse Hegemier, Fort Bend County Engineer – w/enclosures

(I) EXECUTIVE SUMMARY

The proposed program involves a logical extension of the very successful Westpark corridor in the northern section of Fort Bend County. This arterial highway system is located within the Houston District of TxDOT boundaries and generally follows the existing FM 1093 corridor. The following points highlight the features of the program included in this application.

1. ***Proposer's Financial Contributions in Relations to Total Program Cost*** – The total $ 137,384,720 Program will be constructed in three phases. The first $ 52,508,720 phase will involve clearing the corridor of utilities, acquiring required right of way and constructing two-lane in each direction frontage roads from the eastern limit to the west approximately 6.5 miles ending at the Fulshear city line. The $ 67,825,000 second phase will involve constructing the extension of the Westpark Toll Road express lanes from the point of interchange with SH 99 to the highway's western limit at the Fulshear city line. Finally, the last phase will involve improving FM1093 to a "parkway" typical section for approximately 2 miles to a logical termini west of the intersection with FM 359. A $36,700,000 request or approximately 26% of the total program cost is being made of TxDOT under the pass through toll reimbursement program. This cost will be used to fund construction of phases 1 and 3. The Fort Bend County Toll Road Authority will fund the construction of phase 2.

2. ***Impacts to Geogrqphic Area*** – The program will have positive impacts on the region by completing an important arterial highway link to the local transportation system. Enhancements to the access for residents and commercial interests as well as for substantial new development. Improvements to travel by emergency response vehicles will also be realized.

   In addition, secondary benefits are expected. Measurable (positive) impacts to travel demand on Westheimer Boulevard are expected, especially at the intersections with SH 6 and Beltway 8 once the improvements to FM 1093 are completed and the improved highway is opened to traffic.

3. ***Contributions to the Statewide System*** – The existing two-lane FM 1093 has reached its useful life and is currently being relied upon to provide primary access to critical sections of Fort Bend County that are no longer primarily farm lands. Residential and commercial developments are demanding more from the transportation system. This route is part of the current and future arterial system of highways for the region. The Houston District of TxDOT supports the plan to make the improvements to this corridor.

4. ***Potential Safety Benefits*** – The improvements will include replacing the existing rural two-lane highway with uncontrolled at-grade intersections with two-lane divided frontage roads designed to meet current District standards, express lanes to current interstate standards and an improved FM 1093 to a "Parkway" typical standard section through Fulshear. The safety benefits will be measurable, in terms of improved sight distance, stopping sight distances, signalized intersections, upgraded pavement markings, signage, and safety lighting will be provided.

5. ***Closing Gaps in the Transportation System*** – The program will include completing a critical segment of the Westpark system. In the last ten years, the TxDOT Houston District, Harris County Toll Road Authority, and Fort Bend Toll Road Authority have

cooperated in the successful effort to improve the Westpark system from the eastern most termini at US 59 to the current western limit at SH 99.

6. ***Reimbursement Period*** – Based on your approval of this application for partial program funding, a payback range would be proposed, stipulating a maximum payment rate for a ten-year payback and a minimum rate for a fifteen-year payback. The agreement would require payback in the range of $2.4 to $3.7 million per year. The range would be dependent upon the actual vehicles versus the anticipated vehicle usage of the facility and based on the results of negotiation.

7. ***Economic Potential and Impacts on Regional Economy*** – According to the traffic modeling projections, the current two-lane highway will reach saturation travel demand before the year 2018. Based on the projected growth in the area, improvements to this highway corridor will help to support the growth and provide the stimulus for reaching the anticipated economic growth in the area.

8. ***Proposer's Financial Strength*** – Fort Bend County enjoys superior financial strength and is committed to seeing this program completed and provide the benefits to county residents and traveling public.

9. ***Hurricane Evacuation Route Potential*** – When completed, the Westpark corridor would serve as a support arterial for east-west evacuation routes like IH 10.

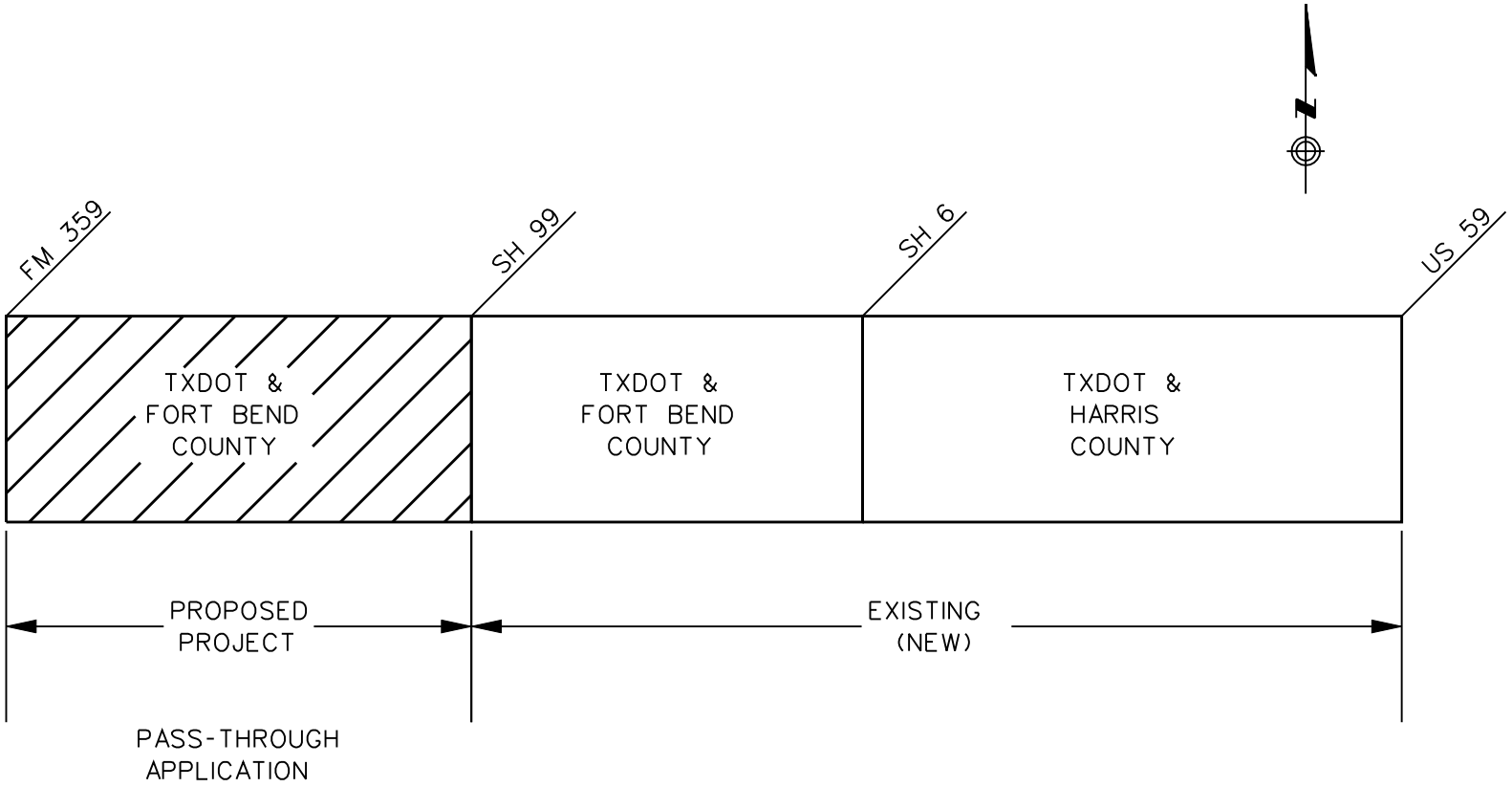
10. ***Military Base Involvement*** – There is no military base involvement in the vicinity of this highway.

11. ***Applicants Previous Program Successes*** – The best example would be the cooperative effort made to plan for and execute agreements with TxDOT and Harris County to implement the first phases of Westpark.

    The revenue from the existing Westpark Tollway has exceeded original estimates and expectations.

12. ***Meeting Commission's Stipulated Goals*** –
    a. Will Address **Congestion** in the area by providing increased capacity and will improve corridor to meet current safety and operational standards.
    b. Will improve **Safety** in the area by improving capacity, safe passing and stopping sight distances, improving to meet current standards, and providing safety lighting, signing and striping. The current highway is used as a primary bicycle route. The enhancements to the highway will improve the safety for the cyclists.
    c. Will make necessary transportation improvements to support **Economic Growth** in the region.
    d. Improvements to the highway will help to manage traffic more efficiently; and therefore, help to address **Air Quality** concerns in the region.
    e. The improvements to this important arterial highway will provide the needed capacity to meet the expected demands of the planning year and will help to enhance the **Value** of the transportation system in the region.

13. ***Right of Way Acquisition*** –
    a. The property needed to the south of the current FM 1093 right of way would be acquired through an agreement with Houston METRO. The fifty-foot needed would be from a partial acquisition of the 100-foot former railroad right of way. Discussions have already begun between Fort Bend County and METRO regarding this strip of land. To the north of FM 1093, the needed 60-feet of property would be acquired (or donated) by local land developers. This land acquisition process has begun.



GRAPHIC ILLUSTRATES THE SEQUENCE OF DEVELOPMENT AND TEAMWORK USED TO DEVELOP THIS IMPORTANT TRANSPORTATION CORRIDOR.

DEVELOPMENT OF THE WESTPARK CORRIDOR

A. REQUIRED APPLICATION DATA

I. Applicant Information

II. Financial Information

III. Project Information

IV. Acknowledgement & Certification

I. APPLICANT INFORMATION

Please use the following link to retrieve a hard copy of Fort Bend County's latest certified financial audit. This audit is 168 pages, and was not included in the hard copy. However, the PDF file is included on the CD of the total application.
http://www.co.fort-bend.tx.us/upload/images/2008-cafr-final.pdf

II. FINANCIAL INFORMATION

See A.I. Applicant Information

III. PROGRAM INFORMATION

A.III. Program Information

The Program is broken down into three phases of development.

Phase 1 - The initial phase will consist of building a pair of one-way frontage roads from SH 99 (meet and match recently constructed frontage road alignments) west to transition to FM 1093, at the eastern boundary of the City of Fulshear. Approximately thirteen miles (six and one half in each direction) of frontage roads would be constructed this phase. A nine-inch continuously reinforced concrete pavement would be constructed, following TxDOT District standards.

The work will also include acquisition of additional right of way (60 feet to the north and 50 feet to the south of the existing FM 1093 right of way. The southern acquisition would consist of half the existing railroad right of way, currently owned by Houston METRO. The final 240 foot right of way would be sufficient to accommodate the new frontage and Phase 2 Express Lanes (future Fort Bend County toll road).

The improvements will include new at-grade intersections, as shown on the attached schematic design drawing of the Program; safety lighting, pavement markings and signage all in accordance with District Standards.

It is anticipated that this roadway segment would be opened to traffic in 2014.

This Pass-Through Toll Application includes a request for funding construction for Phase 1.

Phase 2 - The second phase of development will involve constructing approximately six miles of express lanes to interstate highway standards. The highway section would consist of two-12 foot lanes and 10 foot outside and four foot inside paved shoulders in each direction. The pavement section would be the standard twelve inch continuously reinforced concrete pavement. The roadway would meet and match the recently constructed express lanes at the current project end at the Grand Parkway Interchange and extend the six miles located inside the limits of the phase 1 frontage roads.

It is anticipated that the express lanes segment could be opened by 2018.

The Fort Bend County Toll Road Authority will fund all of the stages of development, including construction of Phase 2.

Phase 3 – The third and last phase would be to make improvements to FM 1093 for approximately 2 miles to develop a two-lane in each direction “parkway” section highway, from a match point with phases 1 and 2 and extending to beyond FM 359 intersection in Fulshear, to a logical termini at James Place. The typical right of way section of 110 feet will require acquisition of fifty feet of the METRO owned railroad right of way.

The proposed pavement section shall consist of two-12 foot and 10 foot outside paved shoulder constructed of nine-inch continuously reinforced concrete pavement following District standards.

This phase could be completed and opened to traffic around 2018.

This Pass-Through Toll Application includes a request for funding construction for Phase 3.

Refer to the attached mapping and typical roadway sections for further information on the details of the program.

Westpark Tollroad (Frontage Roads) **PHASE I**
From SH 99 to West of FM 1463
Project Length = 32,518 LF (6.16 miles)
1258-03-902
Fort Bend County

ITEM NO.	QUAN.	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
A. ROADWAY ITEMS					
100	325	STA	PREP ROW	$1,500.00	$487,500.00
105	186,082	SY	REMOVE EXIST ASPHALT ROAD (8")	$2.50	$465,205.00
110	230,096	CY	EXCAVATION (ROADWAY)	$3.50	$805,336.00
132	15,553	CY	EMBANKMENT (FINAL) (DENS CONT) (TY C)	$3.50	$54,435.50
160	132,973	SY	TOPSOIL (4")	$1.00	$132,973.00
164	667,452	SY	CELL FIBER SEEDING (PERM)(RURAL)(SAND)	$0.20	$133,490.40
168	16,584	MG	VEGETATIVE WATERING	$11.00	$182,424.00
260	269,424	SY	LIME TREAT (EXST MATL) (6")	$1.50	$404,136.00
260	3,637	TON	LIME (HYD, COM, OR QK) (SLRY) OR QK (DRY)	$140.00	$509,180.00
276	269,424	SY	CEM TRT (PLNT MX) (GR 1) (6")	$5.75	$1,549,188.00
292	14,818	TON	BOND BREAKER	$60.00	$889,080.00
360	240,938	SY	CONC PVMT (CONT REINF) (CRCP) (10")	$35.00	$8,432,830.00
432	30	CY	RIPRAP (CONC) (5 IN)	$325.00	$9,750.00
450	0	LF	RAIL (TY T501)	$40.00	$0.00
529	132,854	LF	CONC CURB (TY II)	$10.00	$1,328,540.00
545	0	EA	CRASH CUSH ATTEN (INSTL) (REACT) (N)	$19,000.00	$0.00
	SUBTOTAL A. ROADWAY ITEMS				**$14,896,567.90**
B. BRIDGE ITEMS					
4XX	10,118	SF	BRIDGE (*Flewellen Creek*)	$70.00	$708,260.00
	SUBTOTAL B. BRIDGE ITEMS				**$708,260.00**
C. STORM SEWER & UTILITIES					
400	450	CY	STRUCT EXCAV (BOX)	$6.00	$2,700.00
400	3,340	CY	STRUCT EXCAV (PIPE)	$6.00	$20,040.00
400	5,440	CY	CEM STABIL BKFL	$25.00	$136,000.00
402	500	LF	TRENCH EXCAVATION PROTECTION	$0.75	$375.00
464	7,450	LF	RC PIPE CL III	$75.00	$558,750.00
464	760	LF	BOX CULVERT	$300.00	$228,000.00
465	160	EA	INLET (COMPL)	$3,500.00	$560,000.00
467	58	EA	SAFETY END TREATMENT	$2,500.00	$145,000.00
	SUBTOTAL C. STORM SEWER & UTILITIES				**$1,505,865.00**
D. ILLUMINATION					
6XX	1	LS	ILLUMINATION	$0.00	$0.00
	SUBTOTAL D. ILLUMINATION				**$0.00**
E. STORM WATER POLLUTION PREVENTION PLAN					
506	1	LS	SW3P	$75,000.00	$75,000.00
	SUBTOTAL E. STORM WATER POLLUTION PREVENTION PLAN				**$75,000.00**
F. TRAFFIC ITEMS					
512	6	EA	TRAFFIC SIGNALS	$125,000.00	$750,000.00
512	20	MO	TRAFFIC CONTROL	$7,500.00	$150,000.00
	SUBTOTAL F. TRAFFIC ITEMS				**$900,000.00**
G. RETAINING WALL					
423	0	SF	RETAINING WALLS	$42.50	**$0.00**
	SUBTOTAL G. RETAINING WALL ITEMS				**$0.00**

Westpark Tollroad (Frontage Roads)
From SH 99 to West of FM 1463
Project Length = 32,518 LF (6.16 miles)
1258-03-902
Fort Bend County

ITEM NO.	QUAN.	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
H. UTILTIES					
			BURIED CABLE/FIBER		
	31,400	LF	MCI	$15.00	$471,000.00
	62,800	LF	SBC	$15.00	$942,000.00
	31,400	LF	BROADWIRE	$15.00	$471,000.00
	31,400	LF	OH ELECTRIC	$15.00	$471,000.00
			PERPENDICULAR PIPELINES		
	1	EA	TEPPCO	$325,000.00	$325,000.00
	1	EA	SHELL	$325,000.00	$325,000.00
	1	EA	HL&P	$325,000.00	$325,000.00
	1	EA	UNITED GAS PIPELINE	$325,000.00	$325,000.00
			PARALLEL PIPELINES		
	6,000	LF	ACACIA NATURAL GAS CORP. (155' MAX / 80' MIN TO ROW)	$175.00	$1,050,000.00
	1,300	LF	WATER	$35.00	$45,500.00
	8	EA	FIRE HYDRANTS	$500.00	$4,000.00
SUBTOTAL H. UTILITES					**$4,754,500.00**

A. ROADWAY ITEMS	**$**	**14,896,567.90**
B. BRIDGE ITEMS	**$**	**708,260.00**
C. STORM SEWER & UTILITIES	**$**	**1,505,865.00**
D. ILLUMINATION	**$**	**-**
E. STORM WATER POLLUTION PREVENTION PLAN ITEMS	**$**	**75,000.00**
F. TRAFFIC ITEMS	**$**	**900,000.00**
G. RETAINING WALL ITEMS	**$**	**-**
H. UTILITIES	**$**	**4,754,500.00**
Total	**$**	**22,840,192.90**
Mobilization (10%)	**$**	**2,284,019.29**
Contingency (10%)	**$**	**2,284,019.29**

GRAND TOTAL - Westpark Frontage Roads **$27,408,231.48**

ITEM NO.	QUAN.	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
A. ROADWAY ITEMS					
100	307	STA	PREP ROW	$1,500.00	$460,500.00
105	0	SY	REMOVE EXIST ASPHALT ROAD (8")	$2.50	$0.00
110	20,000	CY	EXCAVATION (ROADWAY)	$3.50	$70,000.00
132	118,348	CY	EMBANKMENT (FINAL) (DENS CONT) (TY C)	$3.50	$414,218.00
160	132,973	SY	TOPSOIL (4")	$1.00	$132,973.00
164	132,973	SY	CELL FIBER SEEDING (PERM)(RURAL)(SAND)	$0.20	$26,594.60
168	427	MG	VEGETATIVE WATERING	$11.00	$4,697.00
260	283,088	SY	LIME TREAT (EXST MATL) (6")	$1.50	$424,632.00
260	3,822	TON	LIME (HYD, COM, OR QK) (SLRY) OR QK (DRY)	$140.00	$535,080.00
276	283,088	SY	CEM TRT (PLNT MX) (GR 1) (6")	$5.75	$1,627,756.00
292	15,570	TON	BOND BREAKER	$60.00	$934,200.00
360	281,311	SY	CONC PVMT (CONT REINF) (CRCP) (12")	$40.00	$11,252,440.00
432	541	CY	RIPRAP (CONC) (5 IN)	$325.00	$175,825.00
450	92,000	LF	RAIL (TY T501)	$40.00	$3,680,000.00
529	600	LF	CONC CURB (TY II)	$10.00	$6,000.00
545	7	EA	CRASH CUSH ATTEN (INSTL) (REACT) (N)	$19,000.00	$133,000.00
	SUBTOTAL A. ROADWAY ITEMS				**$19,417,415.60**
B. BRIDGE ITEMS					
4XX	110,410	SF	BRIDGE	$70.00	$7,728,700.00
	SUBTOTAL B. BRIDGE ITEMS				**$7,728,700.00**
C. STORM SEWER & UTILITIES					
400	42	CY	STRUCT EXCAV (BOX)	$6.00	$252.00
400	100	CY	STRUCT EXCAV (PIPE)	$6.00	$600.00
400	65	CY	CEM STABIL BKFL	$25.00	$1,625.00
402	0	LF	TRENCH EXCAVATION PROTECTION	$0.75	$0.00
464	500	LF	RC PIPE CL III	$75.00	$37,500.00
464	100	LF	BOX CULVERT	$300.00	$30,000.00
465	20	EA	INLET (COMPL)	$3,500.00	$70,000.00
467	0	EA	SAFETY END TREATMENT	$2,500.00	$0.00
	SUBTOTAL C. STORM SEWER & UTILITIES				**$139,977.00**
D. ILLUMINATION					
6XX	1	LS	ILLUMINATION	$3,000,000.00	$3,000,000.00
	SUBTOTAL D. ILLUMINATION				**$3,000,000.00**
E. STORM WATER POLLUTION PREVENTION PLAN					
506	1	LS	SW3P	$40,000.00	$40,000.00
	SUBTOTAL E. STORM WATER POLLUTION PREVENTION PLAN				**$40,000.00**
F. TRAFFIC CONTROL ITEMS					
512	16	LS	TRAFFIC CONTROL	$4,000.00	$64,000.00
	SUBTOTAL F. TRAFFIC CONTROL ITEMS				**$64,000.00**
G. RETAINING WALL					
	47,646	SF	RETAINING WALLS	$42.50	**$2,024,955.00**
	SUBTOTAL G. RETAINING WALL ITEMS				**$2,024,955.00**
H. UTILTIES					
	SUBTOTAL H. UTILITES				**$0.00**

Westpark Tollroad (Mainlanes) **PHASE II**
From SH 99 to West of FM 1463
Project Length = 30,650 LF (5.80 miles)
1258-03-902
Fort Bend County

ITEM NO.	QUAN.	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
			A. ROADWAY ITEMS	$	19,417,415.60
			B. BRIDGE ITEMS	$	7,728,700.00
			C. STORM SEWER & UTILITIES	$	139,977.00
			D. ILLUMINATION	$	3,000,000.00
			E. STORM WATER POLLUTION PREVENTION PLAN ITEMS	$	40,000.00
			F. TRAFFIC ITEMS	$	64,000.00
			G. RETAINING WALL ITEMS	$	2,024,955.00
			H. UTILITIES	$	-
			Total	$	32,415,047.60
			Mobilization (10%)	$	3,241,504.76
			Contingency (10%)	$	3,241,504.76
			GRAND TOTAL - Westpark Mainlanes		$38,898,057.12

Westpark Tollroad (Frontage Roads) **PHASE III**
From West of Cross Creek Ranch to Fulshear
Project Length = 9,842 LF (1.86 miles)
1258-03-902
Fort Bend County

ITEM NO.	QUAN.	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
A. ROADWAY ITEMS					
100	99	STA	PREP ROW	$1,500.00	$148,500.00
105	56,000	SY	REMOVE EXIST ASPHALT ROAD (8")	$2.50	$140,000.00
110	140,000	CY	EXCAVATION (ROADWAY)	$3.50	$490,000.00
132	112,000	CY	EMBANKMENT (FINAL) (DENS CONT) (TY C)	$3.50	$392,000.00
160	140,000	SY	TOPSOIL (4")	$1.00	$140,000.00
164	140,000	SY	CELL FIBER SEEDING (PERM)(RURAL)(SAND)	$0.20	$28,000.00
168	3,500	MG	VEGETATIVE WATERING	$11.00	$38,500.00
260	80,000	SY	LIME TREAT (EXST MATL) (6")	$1.50	$120,000.00
260	1,100	TON	LIME (HYD, COM, OR QK) (SLRY) OR QK (DRY)	$140.00	$154,000.00
276	80,000	SY	CEM TRT (PLNT MX) (GR 1) (6")	$5.75	$460,000.00
292	4,200	TON	BOND BREAKER	$60.00	$252,000.00
360	72,000	SY	CONC PVMT (CONT REINF) (CRCP) (10")	$35.00	$2,520,000.00
432	143	CY	RIPRAP (CONC) (5 IN)	$325.00	$46,475.00
450	0	LF	RAIL (TY T501)	$40.00	$0.00
529	3,000	LF	CONC CURB (TY II)	$10.00	$30,000.00
545	0	EA	CRASH CUSH ATTEN (INSTL) (REACT) (N)	$19,000.00	$0.00
	SUBTOTAL A. ROADWAY ITEMS				**$4,810,975.00**
B. BRIDGE ITEMS					
4XX	0	SF	BRIDGE (*Flewellen Creek*)	$70.00	$0.00
	SUBTOTAL B. BRIDGE ITEMS				**$0.00**
C. STORM SEWER & UTILITIES					
400	500	CY	STRUCT EXCAV (BOX)	$6.00	$3,000.00
400	4,500	CY	STRUCT EXCAV (PIPE)	$6.00	$27,000.00
400	3,500	CY	CEM STABIL BKFL	$25.00	$87,500.00
402	2,000	LF	TRENCH EXCAVATION PROTECTION	$0.75	$1,500.00
464	6,500	LF	RC PIPE CL III 24"	$75.00	$487,500.00
464	1,200	LF	RC PIPE CL III 30"	$90.00	$108,000.00
464	800	LF	RC PIPE CL III 36"	$110.00	$88,000.00
464	440	LF	BOX CULVERT	$300.00	$132,000.00
465	15	EA	INLET (COMPL)	$3,500.00	$52,500.00
467	18	EA	SAFETY END TREATMENT	$2,500.00	$45,000.00
	SUBTOTAL C. STORM SEWER & UTILITIES				**$1,032,000.00**
D. ILLUMINATION					
6XX	1	LS	ILLUMINATION	$0.00	$0.00
	SUBTOTAL D. ILLUMINATION				**$0.00**
E. STORM WATER POLLUTION PREVENTION PLAN					
506	1	LS	SW3P	$10,000.00	$10,000.00
	SUBTOTAL E. STORM WATER POLLUTION PREVENTION PLAN				**$10,000.00**
F. TRAFFIC ITEMS					
512	1	EA	TRAFFIC SIGNALS	$175,000.00	$175,000.00
512	33	MO	TRAFFIC CONTROL	$7,500.00	$247,500.00
	SUBTOTAL F. TRAFFIC ITEMS				**$422,500.00**
G. RETAINING WALL					
423	0	SF	RETAINING WALLS	$42.50	**$0.00**
	SUBTOTAL G. RETAINING WALL ITEMS				**$0.00**

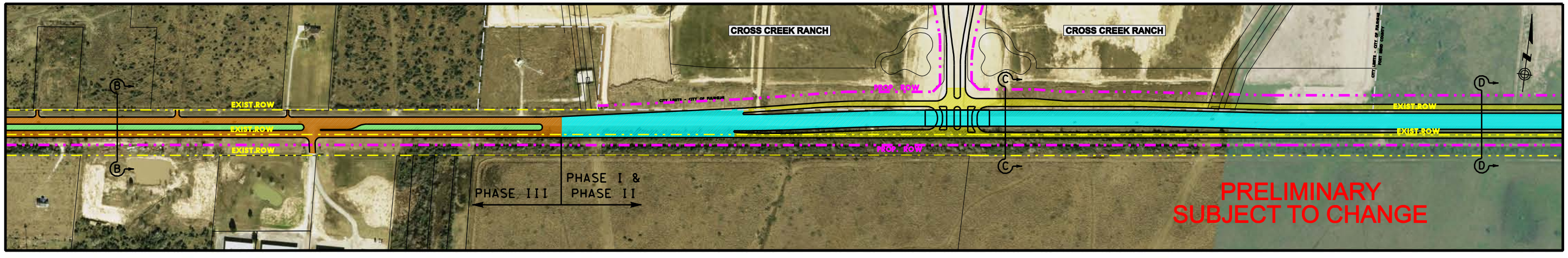
Westpark Tollroad (Frontage Roads)
From West of Cross Creek Ranch to Fulshear
Project Length = 9,842 LF (1.86 miles)
1258-03-902
Fort Bend County

ITEM NO.	QUAN.	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
H. UTILTIES					
			BURIED CABLE/FIBER		
	10,000	LF	MCI	$15.00	$150,000.00
	13,100	LF	SBC	$15.00	$196,500.00
	0	LF	BROADWIRE	$15.00	$0.00
	13,500	LF	OH ELECTRIC	$15.00	$202,500.00
			PERPENDICULAR PIPELINES		
	2	EA	TEPPCO	$425,000.00	$850,000.00
	0	EA	SHELL	$325,000.00	$0.00
	0	EA	HL&P	$325,000.00	$0.00
	0	EA	UNITED GAS PIPELINE	$325,000.00	$0.00
			PARALLEL PIPELINES		
	0	LF	ACACIA NATURAL GAS CORP. (155' MAX / 80' MIN TO ROW)	$175.00	$0.00
	0	LF	WATER	$35.00	$0.00
	0	EA	FIRE HYDRANTS	$500.00	$0.00
	SUBTOTAL H. UTILITES				**$1,399,000.00**

A. ROADWAY ITEMS			**$4,810,975.00**
B. BRIDGE ITEMS	**$**		**-**
C. STORM SEWER & UTILITIES	**$**		**1,032,000.00**
D. ILLUMINATION	**$**		**-**
E. STORM WATER POLLUTION PREVENTION PLAN ITEMS	**$**		**10,000.00**
F. TRAFFIC ITEMS	**$**		**422,500.00**
G. RETAINING WALL ITEMS	**$**		**-**
H. UTILITIES	**$**		**1,399,000.00**
Total	**$**		**7,674,475.00**
Mobilization (10%)	**$**		**767,447.50**
Contingency (10%)	**$**		**767,447.50**

GRAND TOTAL - Westpark Frontage Roads **$9,209,370.00**

MATCH LINE "A"



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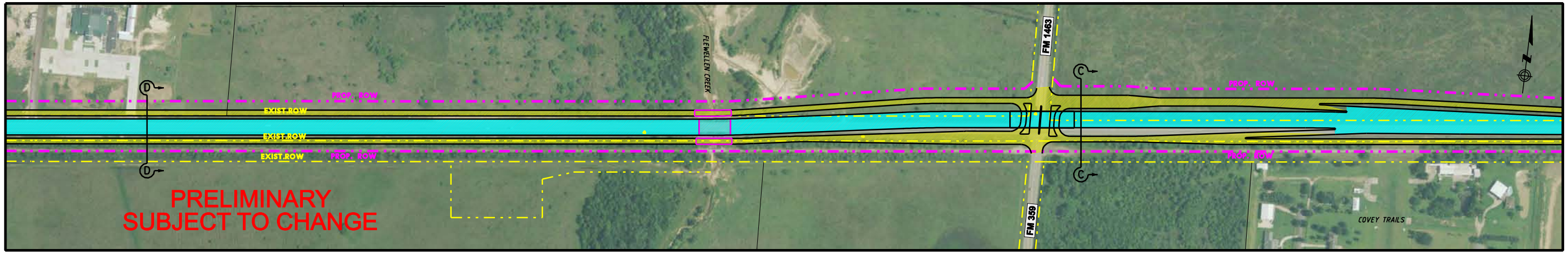

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MATCH LINE "C"

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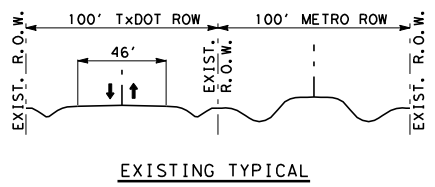
SCALE: H, 1"=500'

EXISTING TYPICAL



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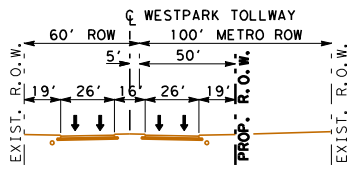

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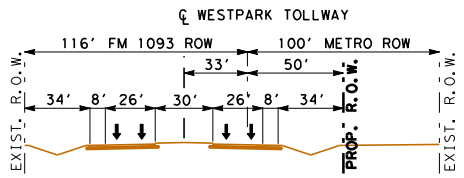

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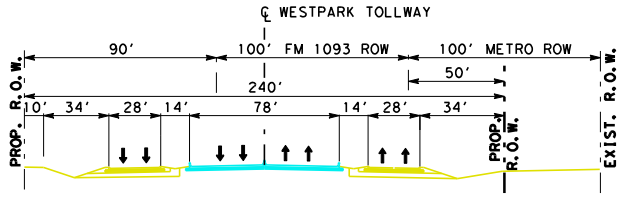

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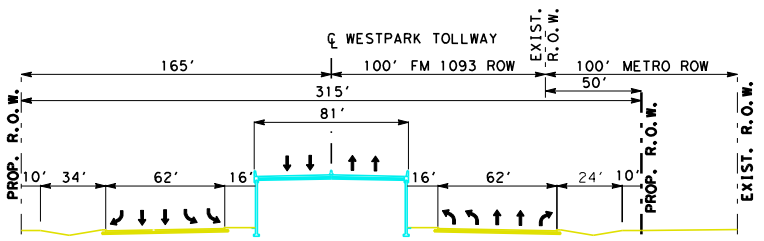

LEGEND

- PHASE I
- PHASE II
- PHASE III

klotz associates

Texas Department of Transportation

SCHEMATIC LAYOUT
FM 1093
(WESTPARK TOLLWAY)
PROJECT LAYOUT

SHEET 1 OF 2

PLOT DATE: 5/7/2009
FILE NAME: J:\0262.014.000\01.00 Project Management\01.01 Project File Index\Westpark\High\dgn\539tex05A.dgn

MATCH LINE "C"

MATCH LINE "D"

PRELIMINARY
SUBJECT TO CHANGE

PROP. ROW
EXIST ROW
EXIST ROW
PROP. ROW
WESTPARK TOLLWAY
CANYON FIELDS DR.
CINCO RANCH
WESTHEIMER LAKES
SPRINT SANDPIT
WESTHEIMER LAKES

MATCH LINE "D"

MATCH LINE "E"

PRELIMINARY
SUBJECT TO CHANGE

SPRING GREEN
FM 723
PROP. ROW
EXIST ROW
EXIST ROW
EXIST ROW
PROP. ROW
WESTPARK TOLLWAY
KATY-GASTON
FUTURE ROAD

MATCH LINE "E"

GASTON
PROP. ROW
WESTPARK TOLLWAY
PROP. ROW
SH 99
EXIST ROW
EXIST ROW
SH 99
END PROJECT
TIE INTO
EXISTING ROADWAY

PRELIMINARY
SUBJECT TO CHANGE

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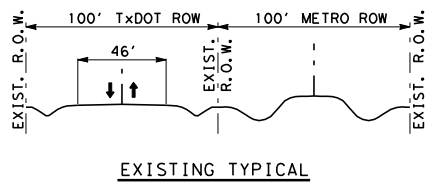

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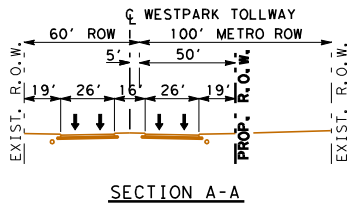

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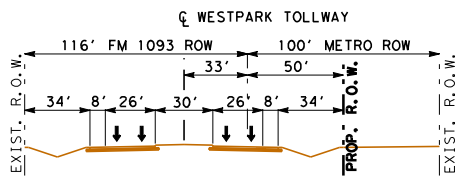

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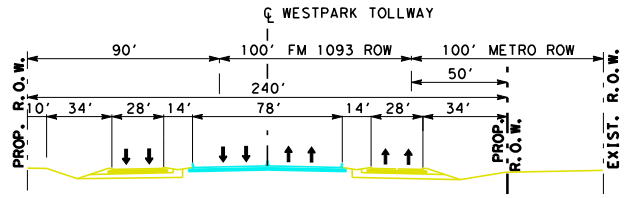
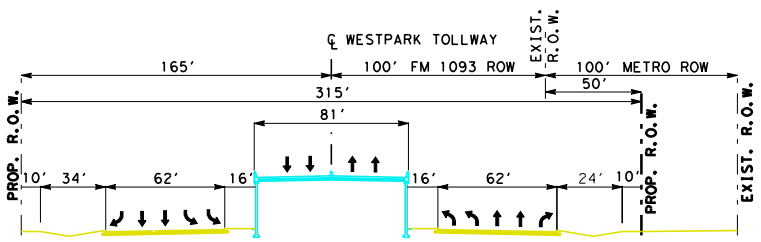


SECTION C-C



SECTION D-D

LEGEND

PHASE I
PHASE II
PHASE III

klotz associates

Texas Department of Transportation

SCHEMATIC LAYOUT
FM 1093
(WESTPARK TOLLWAY)
PROJECT LAYOUT

PLOT DATE: 5/7/2009
FILE NAME: J:\0262.014.000\01.00 Project Management\01.01 Project File Index\Westpark\High\dgn\539

IV. ACKNOWLEDGEMENT AND CERTIFICATION

COUNTY JUDGE
Fort Bend County, Texas

Robert E. Hebert
County Judge

(281) 341-8608
Fax (281) 341-8609

May 7, 2009

Mr. Phillip E. Russell, P.E.,
Assistant Executive Director for Innovative Project Development
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Mr. Russell:

Fort Bend County Commissioner Court approved submittal of an application to the State for partial project funding for FM 1093, Westpark Extension in accordance with the pass through toll reimbursement program. Dannenbaum Engineering Corporation, the project engineer will be submitting the formal application on behalf of Fort Bend County.

The Texas Department of Transportation portions of this request are free roads and there will be no tolls collected. Furthermore, Fort Bend County has no intention of designating a transportation reinvestment zone for this project. Local funding will be derived from county general funds and the sale of unlimited road bonds as approved by an election held in 2007.

Further, 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 Commissioners Court of Fort Bend County authorized the submission of this application on May 7, 2009.

FORT BEND COUNTY

Robert E. Hebert, County Judge
May 7, 2009

ATTEST:

Dianne Wilson, County Clerk

Date: 5-7-09

B. SUPPORTING DATA

I. Standard Application Worksheets (6 pages) – (labeled Appendix C)

II. Proposed Costs, Funding, & Reimbursement (3 pages)

III. Statement of Anticipated Benefits

IV. Local Support Documentation

V. Development and Implementation Schedule

VI. Past Experience

VII. Experience and Qualifications of Proposal Team

I. STANDARD APPLICATION WORKSHEETS (six pages) – (labeled Appendix C)

Submit by Email | Print Form

Application Guidelines for Pass-Through Toll Financing of Highway Projects *Appendix C*

Pass-Through Toll Financing Project Proposal

SECTION I—Applicant Information

Applicant Name:	Fort Bend County	Classification:	Public ( ) Private ( )
Primary Contact:	Jesse Hegemier, PE	Contact's Title:	County Engineer
Street Address:	1124-52 Blume Road	Phone No.:	281-633-7508
City, State, Zip:	Rosenberg, Texas 77471	Fax Number:	281-342-7366
Project Description:	Westpark Extension	Email address:	djh@co.fort-bend.tx.us

SECTION II—Required Financial Information

The following six items must be included in the 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.

SEE PART A.IV *Signature of highest official*	*Date*
Printed Name	*Title, Jurisdiction*

****

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 May 5, 2009

Applicant Name: Fort Bend County
Primary Contact: Jesse Hegemier, PE-County Eng.
E-mail address: djh@co.fort-bend.tx.us

District Houston
County Fort Bend

CSJ (if any) _____
UTP Authority (if any) _____
(PLAN, DEVELOP or CONSTRUCT)

Highway: FM 1093
Limits:
From SH 99
To Just West of Fulshear
Project Length: 9 **miles**

Project Scope: Three Phases:
I. Construct 2-lane one-way pair of frontage roads from SH99 to Fulshear line
II. Extension of 2-lane in each direction toll road from SH99 to Fulshear line
III. Improve FM 1093 through Fulshear to Parkway typical section

Tentative Letting Date: I- 2012; II - 2016
Estimated duration of construction: I-720; II-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 75 %
      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 In process
   3. Office responsible for preparing environmental document Fort Bend County

****

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	To be determined
2. Disruption of Schools/Neighborhoods	To be determined
3. Agricultural or Recreational Lands	N/A
4. Air/Water Quality	To be measured
5. Potential hazardous material sites	To be investigated - BB possible
6. Wetlands, Streams, Lakes, Floodplains	Impact to wetlands 0.35 acres
7. Social, economic, environmental justice	To be determined
8. Endangered Species	To be determined
9. Located within a Coastal Zone	Yes
10. Adverse effects of noise	To be determined

Proposed Right Of Way & Utility Elements

A. Right of way elements
1. Proposed Usual ROW width 240 feet
2. Is additional ROW required? ☑ yes ☐ no

B. Major utility facilities - Preliminary utility inventory

Utility	Type	Crossing or Parallel?	Describe potential conflict
See attachment			

Utility Matrix for Westpark Tollway
SH 99 to James Ln.
Project Length = 42,360 LF (8.02 Miles)
CSJ: 1258-03-902
Fort Bend County

Owner	Type	Cross/Parallel	Location	Quantity	Unit	Unit Price	Cost
MCI	Buried Cable/Fiber	Parallel	Entire length (One Side of Road)	41,242	LF	$ 15.00	$ 618,630.00
SBC	Buried Cable/Fiber	Parallel	Entire length (Both Sides of Road)	72,642	LF	$ 15.00	$ 1,089,630.00
Broadwire	Buried Cable/Fiber	Parallel	Entire length (One Side of Road)	31,400	LF	$ 15.00	$ 471,000.00
Centerpoint	Overhead Electric	Both	Katy-Gaston to Fulshear	41,242	LF	$ 15.00	$ 618,630.00
TEEPCO	Pipeline	Cross	Fulshear	1	EA	$ 325,000.00	$ 325,000.00
TEEPCO	Pipeline	Cross	1000' West of Cross Creek Ranch	1	EA	$ 325,000.00	$ 325,000.00
TEEPCO	Pipeline	Cross	1500' West of Spring Green	1	EA	$ 325,000.00	$ 325,000.00
Shell	Pipeline	Cross	Canyon Fields Drive	1	EA	$ 325,000.00	$ 325,000.00
HL&P	Pipeline	Cross	1000' West of Cross Creek Ranch	1	EA	$ 325,000.00	$ 325,000.00
United Gas Pipeline	Pipeline	Cross	1000' West of Cross Creek Ranch	1	EA	$ 325,000.00	$ 325,000.00
ACACIA Natural Gas Corp.	Pipeline	Parallel	FM 723 to West of Katy-Gaston	6,300	LF	$ 200.00	$ 1,260,000.00
Local MUD	Water	Both	Canyon Fields Drive	1,300	LF	$ 40.00	$ 52,000.00
Local MUD	Fire Hydrant	Parallel	Canyon Fields Drive	8	EA	$ 500.00	$ 4,000.00

****

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 (5R) ☑ 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)
See attachment					

Data Source: Fort Bend Engineering

F. Design criteria

1. Posted Speed: 50 Design Speed: 60
2. Grades: Minimum 0.3% Maximum 2.5

G. Are design exceptions/waivers anticipated? ☐ yes ☑ no

If yes, what design elements? _____

H. Pavement Design

a. Proposed pavement type: ☑ Rigid ☐ Flexible

Traffic Matrix for Westpark Tollway
SH 99 to James Ln.
Project Length = 42,360 LF (8.02 Miles)
CSJ: 1258-03-902
Fort Bend County

Roadway	Existing ADT	% Trucks	ADT (letting year)	ADT (opening year)	ADT (end of reimb. Period)
FM 1093	9100	25%			
Total Project			10,000 VPD	12,000 VPD	38,000 VPD
Segments included in Pass Through Application			3,000 VPD	3,300 VPD	6,000 VPD

****

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 Hydraulic Elements

A. Is the design of any special drainage facility required? ☐ yes ☒ no
If yes, explain _____

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? ☐ yes ☐ no
Names / Communities)

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? Major cross streets
B. Is safety lighting proposed? ☒ yes ☐ no
If yes, where? Corridor
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

****

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. 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
   b. Potential environmental issues (e.g. natural habitat, wetlands, cemeteries, historic features, contaminated sites)
   c. Railroad crossings
2. Existing and Proposed Typical Sections for roadways and bridges including the following items at a minimum:
   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.
4. Detailed cost estimate or basis for the cost estimate provided
5. If project is proposed as a toll facility, provide the following:
   a. Description and/or layout of the segments to be tolled, and those that will not be tolled,
   b. Estimated revenue to be collected from tolled segments during the first ten years of operation, and
   c. Breakdown of estimated costs for tolled and non-tolled segments.

II. PROPOSED COSTS, FUNDING & REIMBURSEMENT (3-pages)

Westpark Extension Pass-Through Toll Application

May 9, 2009

Total Project Cost by Major Cost Element (ALL PHASES 1, 2.&3)

		PROJECT COST PARTNER PARTICIPATION				
PROJECT SEGMENT	Cost Element	County Cost	TxDOT Cost	Toll Rd Auth.	Other	Total Cost
Phase 1 -						
Frontage Roads	ROW			$ 14,419,000		$ 14,419,000
	UTILITIES	$ 3,243,800		$ 3,243,800		$ 6,487,600
PASS THROUGH	ENGINEERING				$ 4,083,420	$ 4,083,420
APPLICATION	ENVIRON.				$ 618,700	$ 618,700
CANDIDATE	CONSTRUCTION		$ 25,900,000			$ 25,900,000
	CONST. ENGIN.				$ 1,000,000	$ 1,000,000
SUB TOTAL		$ 3,243,800	$ 25,900,000	$ 17,662,800	$ 5,702,120	$ 52,508,720
Phase 2 -						
Toll Road	ROW	$ -				$ -
	UTILITIES	$ -				$ -
FORT BEND	ENGINEERING	$ -		$ 6,600,000		$ 6,600,000
COUNTY TOLL	ENVIRON.					$ -
ROAD AUTHORITY	CONSTRUCTION	$ -		$ 59,275,000		$ 59,275,000
FUNDED	CONST. ENGIN.	$ -		$ 1,950,000		$ 1,950,000
SUB TOTAL		$ -	$ -	$ 67,825,000	$ -	$ 67,825,000
Phase 3 -						
Improved 1093	ROW				$ 1,300,000	$ 1,300,000
Through Fulshear	UTILITIES	$ 1,400,000			$ 700,000	$ 2,100,000
	ENGINEERING				$ 1,300,000	$ 1,300,000
PASS THROUGH	ENVIRON.				$ 551,000	$ 551,000
APPLICATION	CONSTRUCTION		$ 10,800,000			$ 10,800,000
CANDIDATE	CONST. ENGIN.				$ 1,000,000	$ 1,000,000
SUB TOTAL		$ 1,400,000	$ 10,800,000	$ -	$ 4,851,000	$ 17,051,000
	TOTALS	$ 4,643,800	$ 36,700,000	$ 85,487,800	$ 10,553,120	$ 137,384,720

PASS THROUGH TOLL APPLICATION FUNDING OF PHASES 1 AND 3
PHASE 2 (WESTPARK EXPRESS LANES) WILL BE CONSTRUCTED BY
FORT BEND TOLL ROAD AUHORITY

"OTHER" PARTNER COULD INCLUDE LOCAL SMALL CITIES, DEVELOPERS,
LOCAL TxDOT DISTRICT OFFICE AND OTHERS PARTICIPATION

Application for Pass-Through
Toll Financing of Highway Projects

May 5, 2009

TOTAL PROJECT COST AND PROJECTED FUNDING SUMMARY

Highway:	Westpark Extension, Fort Bend County			FM 1093			Contol-Section-Job#:				
Limits	From:	SH 99		From:	W. of FM 359		Project Length:		8.5 miles		
	COSTS (millions)							FUNDING (millions)			
Year	Eng.	Environ.	ROW	Util. Adj.	Const.	Cons. Eng.	Total	County	TxDOT	other	Remarks
2009	$ 0.40	$ 1.00	$ 4.50				$ 5.90	$ 4.50		$ 1.40	
2010	$ 5.00	$ 0.17	$ 0.22	$ 1.59			$ 6.98	$ 1.80		$ 5.18	
2011			$ 11.00	$ 6.00			$ 17.00	$ 17.00			PASS THROUGH TOLL
2012	$ 1.98			$ 1.00	$ 24.00	$ 0.50	$ 27.48	$ 0.30	$ 24.00	$ 2.20	TxDOT FUNDING FOR
2013	$ 2.60				$ 1.90	$ 0.50	$ 5.00	$ 2.60	$ 1.90	$ 1.50	CONSTRUCTION OF
2014	$ 2.00						$ 2.00	$ 2.00			PHASES 1 & 3.
2015							$ -	$ 2.00			
2016					$ 68.00	$ 1.55	$ 69.55	$ 58.00	$ 10.00	$ 0.50	FORT BEND COUNTY TOLL
2017					$ 2.07	$ 1.40	$ 3.47		$ 0.80	$ 2.70	ROAD AUTHORITY FUNDING
2018							$ -				CONSTRUCTION OF PHASE 2
							$ -				
Total	$ 11.98	$ 1.17	$ 15.72	$ 8.59	$ 95.97	$ 3.95	$ 137.38	$ 88.20	$ 36.70	$ 13.48	

Prepared for Fort Bend County by Dannenbaum Engineering Corp.

Copy to Houston District of TxDOT.

Application for Pass-Through
Toll Financing of Highway Projects

May 8, 2009

PROPOSED REIMBURSEMENT SCHEDULE SUMMARY (Subject to negotiations)

Highway: Westpark Extension FM 1093
Limits: From: SH 99 To: FM 359
CSJ#: Length in Miles: 8.5

Year		(millions) Cost		Front Rd. Est. ADT in FY	Est. Annual Traffic	Annual VMT	Proposed Rate	Est. Annual Reimburement	Suggested Reimbursement (annual) (millions) Maximum	(millions) Minimum	Remarks
2009					0	0		$ -			
2010					0	0		$ -			
2011					0	0		$ -			
2012					0	0		$ -			
2013					0	0		$ -			
2014					0	0		$ -			
2015		$ 25.90		3300	1204500	10238250	0.25	$ 2,559,562.50	$ 3.70	$ 2.40	
2016				4000	1460000	12410000	0.25	$ 3,102,500.00	$ 3.70	$ 2.40	
2017				5000	1825000	15512500	0.22	$ 3,412,750.00	$ 3.70	$ 2.40	
2018		$ 36.70		6000	2190000	18615000	0.18	$ 3,350,700.00	$ 3.70	$ 2.40	
2026				6000	2190000	18615000	0.15	$ 2,792,250.00	$ 3.70	$ 2.40	
Total Reimbur. Amount		$ 62.60							10-year pay	15-year pay	

Prepared for Fort Bend County by Dannenbaum Engineering Corp.

Estimated ADT by Fiscal year must be provided by TxDOT
Estimated annual traffic is equal to 365 days multiplied by the ADT

III. STATEMENT OF ANTICIPATED BENEFITS

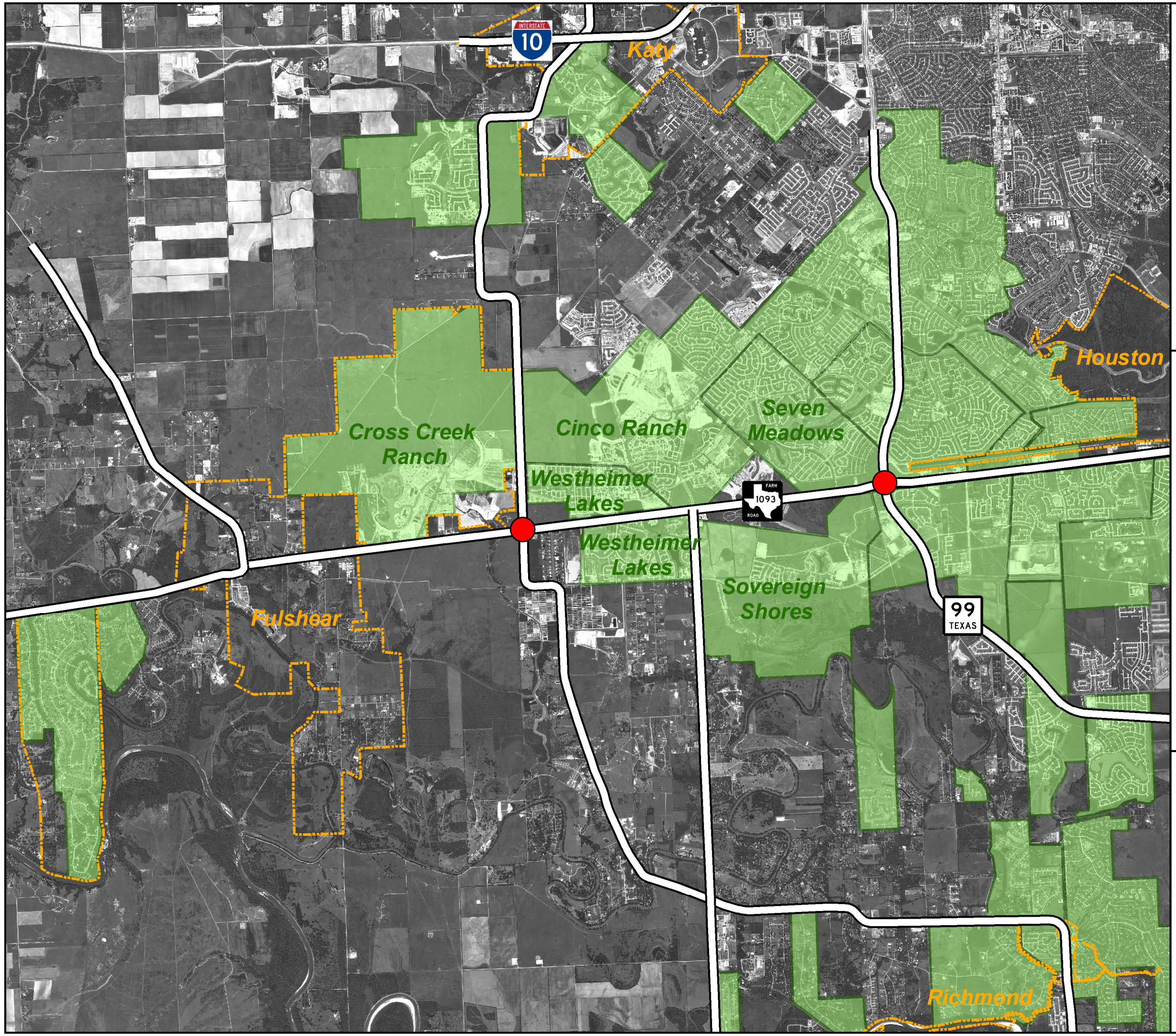
B.III. Statement of Anticipated Benefits

The region will realize the following benefits from this Program:

a. An important transportation link will be completed by constructing this series of highway improvements.
b. This improved arterial will address and reduce a predicted traffic diversion to other highways in the area. The anticipated traffic demand by planning year 2026 is 26,000 ADT or better than 2.5 times the projected traffic demand of 10,000 ADT without the project. The improvements will accommodate this demand and help to avoid such traffic diversions.
c. Hurricane relief will be improved by constructing these improvements as defined by this program. The roadway improvements will help to support evacuation routes such as IH 10 or any other east/west routes.
d. Safety improvements will be measureable. Replacing the existing two-lane rural highway with a divided highway (express lanes and frontage roads) designed and constructed to current District Standards will afford a safer road for the traveling public, pedestrian traffic, emergency response units, and bicycle route travel.
e. Economic growth in the area will benefit from these transportation improvements. The transportation system has been modeled for both the immediate future and planning year 2026. As a result, significant traffic demand volumes are predicted. The “build” model in 2026 is predicting an ADT volume of over 40,000. Within a short period of time, development will force even the remaining farm lands in the immediate corridor area to be converted to residential and commercial developments. By implementing these improvements to the existing rural highway, economic stimulus will be impacted in a positive manner. The overall transportation and future land use development plans for the area had taken into consideration having these improvements made to the FM 1093 corridor.

   See attached exhibit showing current development trending in the program area.

f. The transportation systems’ value will be enhanced by implementing these needed improvements. Based on the anticipated traffic volumes, with the upgrades, the arterials will keep pace with the demand.



Legend

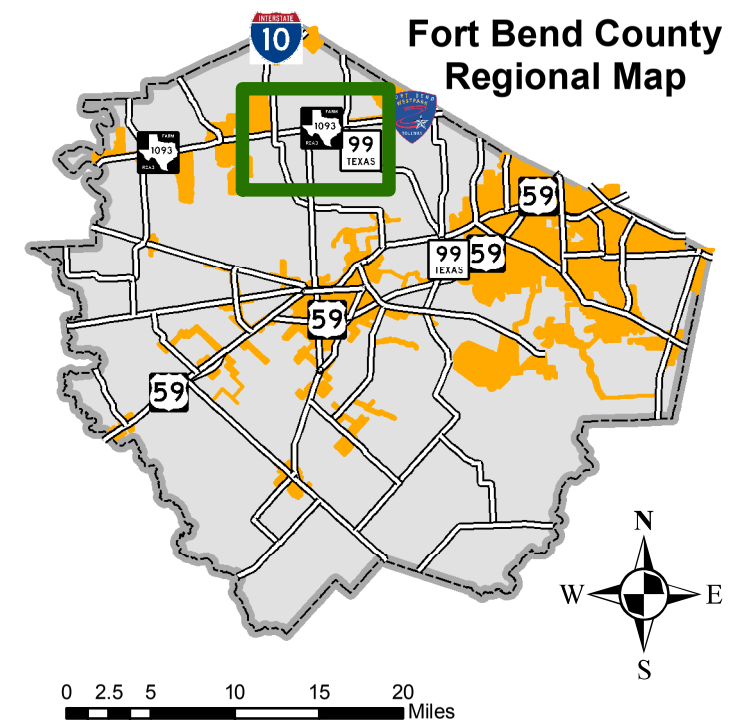
- Major Highways
- City Boundary
- Under Development
- Project Extents

N
W E
S

0 0.5 1 2 3 4
Miles

Data Source:

Major Highways - Fort Bend County Engineering
City Boundaries - Fort Bend County Engineering
Development - Fort Bend County Economic Development Council
Aerial Imagery - Aerials Express / Flown October 2008



THE STATE OF TEXAS FORT BEND COUNTY

DANNENBAUM
ENGINEERING CORPORATION
T.B.P.E. FIRM REGISTRATION #392
3100 WEST ALABAMA HOUSTON, TX 77098 (713) 520-9570

Fort Bend County Westpark Toll Road Extension

Pass Through Funding Application
May 2009

IV. LOCAL SUPPORT DOCUMENTATION

Texas Department of Transportation
P.O. BOX 1386 • HOUSTON, TEXAS 77251-1386 • (713) 802-5000

May 6, 2009

CONTACT: DE

Pass-Through Toll Application
Westpark Extension in Fort Bend County

The Honorable W. A. Meyers
Commissioner, Precinct 3
Fort Bend County
1809 Eldridge Road
Sugar Land, Texas 77478

Dear Commissioner Meyers:

The Houston District supports the development of the Westpark Extension involving rebuilding and upgrading the existing FM 1093 corridor in north Fort Bend County. In sponsoring the program initiative on this eight and one-half mile segment, Fort Bend County has taken on the job to complete the upgrade of this last segment of an important east-west arterial in the Houston District.

The demands being placed on the current two-lane FM highway are great. No longer is the area being served rural farm land. Instead, the highway system needs to be upgraded and made safer to adequately meet the traveling public's demand for service. This program has been identified and is part of the Regional Transportation Plan. The rebuild of this segment of highway will meet and match the work done in the recent past between TxDOT, Harris County and Fort Bend County to upgrade the Westpark Corridor from the intersection with US 59 to SH 6 (first phase) and the recent extension (second phase) from SH 6 to the SH 99 (Grand Parkway). This project will complete the highway improvements from SH 99 to a logical termini west of FM 359 in Fulshear.

The partial funding of the program by TxDOT through the pass-through toll project program is a practical and cost beneficial means to remain a partner with local government in addressing regional transportation needs.

If you should have any questions concerning this matter, please contact me at (713) 802-5001.

Sincerely,

Delvin L. Dennis, P.E.
District Engineer
Houston District

WEST HOUSTON ASSOCIATION

Leadership in Quality Growth

May 4, 2009

Commissioner Andy Meyers
Fort Bend County, Precinct 3
1809 Eldridge Rd.
Sugar Land, TX 77478

Dear Commissioner Meyers:

The West Houston Association wishes to express our full support for Fort Bend County's proposal to extend the Westpark Toll Road to the eastern limits of the City of Pulshear.

The Westpark Toll Road has proven to be a valuable addition to the mobility of Greater West Houston. The roadway provides motorists an excellent option for travel to Westchase, Uptown/Galleria and The Texas Medical Center.

Extending the facility will greatly improve access for residents of the master planned communities expanding in northern Fort Bend County. The phased approach being proposed is an appropriate response to that growth and will help reduce congestion and improve safety in the six and one-half miles west of the Grand Parkway.

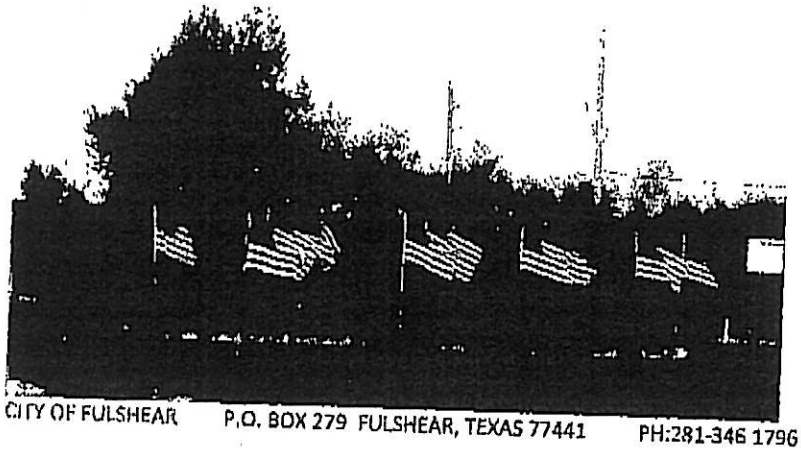
We appreciate your leadership in this matter.

Regards,

Roger H. Hord
President & CEO

cc: WHA Board of Directors

QUALITY GROWTH PARTNERS



CITY OF FULSHEAR P.O. BOX 279 FULSHEAR, TEXAS 77441 PH:281-346 1796 FAX: 281-346- 2556

April 30, 2009

Commissioner Andy Meyers
Fort Bend County Precinct #3
1809 Eldridge Road
Sugar Land, TX 77478

Subject: Support for Fort Bend County's Efforts to Advance Development of Transportation Improvements in the FM 1093 Corridor

Dear Commissioner Meyers:

You are well aware of the tremendous growth occurring in northwestern Fort Bend County specifically within the City Limits and Extra Territorial Jurisdiction of Fulshear. Many of our residents along with those from cities west of Fulshear utilize FM 1093 to commute to Houston daily. Traffic has been increasing along this corridor and congestion and delays have developed between FM 723 and SH 99 as well as at the intersection of FM 1093 and FM 359 in the City. The City has partnered with TxDOT, Fort Bend County and a local developer for realigning FM 1093 in the heart of the City to improve traffic flow and safety in our downtown area. I am concerned for the continued mobility of our citizens both within the City and County. The FM 1093/Westpark extension would be visionary in providing for the growth of this area.

Therefore, Fulshear supports the effort of Fort Bend County to advance the development of this needed project to construct highway improvements along the 6.5-mile portion of FM 1093 from west of SH 99 to Cross Creek Ranch Blvd. We understand this initiative will be the initial phase of construction along this highway segment in advance of any development of an extension of the Westpark Tollroad in the future.

The City's support and endorsement of the proposed project; *does not* include the extension of the Westpark Toll Road through the City of Fulshear. However, we would request that the County and TxDOT consider funding additional improvements from Cross Creek Ranch Blvd. through the City to provide a 4-lane roadway as part of the proposed plan. We would help work towards that end.

The development of this segment of road will be beneficial for our area and will support the economic development, help to improve safety, reduce congestion, and improve air quality in the region.

Thank you, in advance for your efforts to make infrastructure improvements to meet the future growth of our area and to help to maintain the desired standard of living for our community.

Sincerely,
City of Fulshear

James W. Roberts
Mayor

CITY OF FULSHEAR P.O. BOX 279 FULSHEAR, TEXAS 77441 PH:281-346 1796 FAX: 281-346- 2556

April 30, 2009

Commissioner Andy Meyers
Fort Bend County Precinct #3
1809 Eldridge Road
Sugar Land, TX 77478

Subject: Support for Fort Bend County's Efforts to Advance Development of Transportation Improvements in the FM 1093 Corridor

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Therefore, Fulshear supports the effort of Fort Bend County to advance the development of this needed project to construct highway improvements along the 6.5-mile portion of FM 1093 from west of SH 99 to Cross Creek Ranch Blvd. We understand this initiative will be the initial phase of construction along this highway segment in advance of any development of an extension of the Westpark Tollroad in the future.

The City's support and endorsement of the proposed project; *does not* include the extension of the Westpark Toll Road through the City of Fulshear. However, we would request that the County and TxDOT consider funding additional improvements from Cross Creek Ranch Blvd. through the City to provide a 4-lane roadway as part of the proposed plan. We would help work towards that end.

The development of this segment of road will be beneficial for our area and will support the economic development, help to improve safety, reduce congestion, and improve air quality in the region.

Thank you, in advance for your efforts to make infrastructure improvements to meet the future growth of our area and to help to maintain the desired standard of living for our community.

Sincerely,
City of Tulshear

James W. Roberts
Mayor

Walter L. "Ted" Nelson
President - Texas

April 30, 2009

Honorable W. A. "Andy" Meyers
Commissioner, Fort Bend County
1809 Eldridge Road
Sugar Land, TX 77478

Re: Westpark Tollway extension

Commissioner Meyers:

As a long time developer in the north Fort Bend/Katy area, we are acutely aware of the need to expand the capacity of FM 1093. This roadway in its current state is clearly inadequate and negatively impacts the quality of life for the many citizens who live in this part of the County. Your plan that will extend the Westpark Tollway for approximately 6.5 miles in a phased approach certainly gains our support.

The phased development of this roadway will be extremely beneficial to this area in Fort Bend County and will clearly aid in the economic development of this part of the county. Additionally, the added capacity will improve the quality of life for the thousands of citizens who use this roadway on a daily basis by reducing congestion and improving safety.

Please do not hesitate to contact me if we can be of further help in your efforts to make these needed improvements.

Sincerely,

Ted Nelson

Ted Nelson

Incorporated May 2008
City of Weston Lakes
PO Box 1082
Fulshear, Texas 77441

Honorable Andy Meyers
Commissioner, Precinct 3
Fort Bend County
1809 Eldridge Road
Sugar Land, Texas 77478

Dear Commissioner Meyers:

The City of Weston Lakes is in full support of the efforts of Fort Bend County to advance the needed development of the project to widen State Highway FM 1093 from SH 99 west to FM 359 at the east limit of the City of Fulshear. In demonstration of this support the Weston Lakes City Council has passed Resolution 09-08 which is attached with the full agreement of all of the City Council members. Although it is noted that the widening of FM 1093 through the east side of Fulshear is a essential and significant step in beginning the development of FM 1093 to the west of SH 99 as an initial phase. The continuing of the widening of FM 1093 from 359 through Fulshear and an extension beyond should be the goal of the County in ensuring the smooth flow of traffic along this now major corridor from west to east. The subsequent phases should also include the straightening of FM 1093 at the west intersection of 359 coming from Brookshire in Fulshear and the straightening FM 1093 at FM 1489 in Simonton.

As a champion of improved mobility in Fort Bend County and in particular Precinct 3, you are well aware of the continued growth along the FM 1093 corridor that will only make greater demands on the existing two lanes of FM 1093 to get to the major arteries of the West Park Tollway, I-10 and SH 99. Congestion is already being experienced in the Cities of Simonton and Fulshear at peak commuting hours. The initial phase is essential, but we hope that the follow on phase is not far behind. Your efforts in this endeavor will go a long way to support the economic development, improved safety, reduced congestion and improved air quality in our area.

Thank you for this effort to continue the required infrastructure improvements to meet the current and future growth in the Fulshear, Fulbrook, Weston Lakes and Simonton areas, and its contribution to the maintenance of the standard of living and quality of life for our community.

Sincerely,

Mary Rose Zdunkewicz
Mayor, City of Weston Lakes

Attachment: City of Weston Lakes Resolution 08-09

RESOLUTION NUMBER 08-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WESTON LAKES, FORT BEND COUNTY, TEXAS, SUPPORTING THE FORT BEND COUNTY EFFORT TO SECURE A PROJECT TO EXPAND THE WIDTH OF FM 1093 TO FOUR LANES FROM SH99 TO THE EAST LIMIT OF THE CITY OF FULSHEAR.

* * * * *

WHEREAS, the City of Weston Lakes, recognizes the existing and growing congestion on FM 1093 due to increase population and vehicle traffic from areas in an around the Fulshear, Simonton, Weston Lakes developments to the Westpark Tollway and points East; and,

WHEREAS, the City of Weston Lakes, recognizes the need for early planning and preparation for the projected significant increase in population; and,

WHEREAS, the County of Fort Bend is requesting a TxDOT project to accelerate the expansion the width of 1093 that would increase the ease of mobility between SH99 and the eastern Fulshear City limits the primary mobility corridor to the City of Weston Lakes; and,

WHEREAS, the proposed project would become the frontage roads for the future second phase construction of the extension of the Westpark Tollroad; and

WHEREAS, Precinct 3 Commissioner Andy Meyers has asked for the support of the Cities and Communities impacted by this improvement in mobility along the FM 1093 corridor; and

NOW, therefore be it resolved, that the City of Weston Lakes City Council

HEREBY:

(a) Fully supports the Fort Bend County effort to ease traffic and improve the mobility along FM 1093 though the expansion of the width of FM1093 from SH 99 to the eastern city limits of Fulshear.

(b) Also encourages Fort Bend County and TxDOT to continue to plan for the extension of the four lanes through the City of Fulshear and the straightening of FM 1093 through the center of Fulshear and to the western city limits of Fulshear.

PASSED AND APPROVED by a vote of 5 "ayes" in favor and 0 "nays" against on this first and final reading on the 28th day of April 2009.

APPROVED:

Mary Rose Zdunkewicz, Mayor

ATTEST:

Joan Robertson, City Secretary

CITY OF SIMONTON
P.O. Drawer 7 • Simonton, Texas 77476-1010

Honorable Andy Meyers
Commissioner, Precinct 3
Fort Bend County
1809 Eldridge Road
Sugar Land, Texas 77478

Dear Commissioner Meyers:

The City of Simonton supports the efforts of Fort Bend County in advancing the much needed proposal to widen State Highway FM 1093 from SH 99 west to FM 359 at the east limit of the City of Fulshear. In support of this effort, the Simonton City Council unanimously passed Resolution 04-09 (attached). Although the widening of FM 1093 through the east side of Fulshear is an essential and significant step in beginning the development of FM 1093 to the west of SH 99 as an initial phase, the continuing of the widening of FM 1093 through Fulshear and beyond should be the goal of the County in ensuring the smooth flow of traffic along this major corridor from west to east. Subsequent phases should include the straightening of FM 1093 at the west intersection of FM 359 in Fulshear and the straightening FM 1093 at the intersection of FM 1489 in Simonton.

As a champion of improved mobility in Fort Bend County and in particular Precinct 3, you are well aware that the continued growth along the FM 1093 corridor will only make greater demands on the existing two lanes of FM 1093 to get to the major arteries of the West Park Tollway, I-10 and SH 99. The Cities of Simonton and Fulshear are currently experiencing traffic increases at peak commuting hours. The initial phase is essential, but we hope that the recommended follow up phase is not far behind. Your efforts in this endeavor will go a long way to support economic development, improved safety, reduced congestion and improved air quality in our area.

Thank you for your efforts toward the infrastructure improvements necessary to meet current and future growth in the Fulshear, Fulbrook, Weston Lakes and Simonton areas. These improvements are essential to maintaining a desirable standard of living and quality of life for our community.

Sincerely,

Louis J. Boudreaux
Mayor, City of Simonton

04-27-09A09:26 RCVD

Katy Area Economic Development Council, Inc.

KatyArea
Economic Development Council®
Teaming with Talent. Energizing the World.

April 27, 2009

Honorable Andy Meyers
Fort Bend County
Commissioner – Pct. 3
1809 Eldridge Rd.
Sugar Land, TX 77478

RE: Support for Efforts of Fort Bend County to Advance Development of Transportation Improvements in the SH 1093 Corridor

Dear Commissioner Myers:

Please be advised that the Katy Area Economic Development Council supports the efforts of Fort Bend County to advance the development of this important transportation project to construct highway improvements along the 6.5 mile portion of SH 1093 west of SH99. It is our understanding that this initiative will be the initial phase of construction along this highway segment in advance of any development of the extension of the Westpark Toll Road in the future.

We feel the construction and development of this road segment will yield great benefits toward improving our mobility and air quality, fostering economic development, and improving highway safety. Thank you in advance for your assistance and efforts to align these important infrastructure projects and improvements with the quality growth and quality of life initiatives underway in the Katy Area.

Best regards,

Lance LaCour
President and CEO
Katy Area EDC

6301 S. Stadium Ln
Suite 111
Katy, Texas 77494
281.395.2200
fx: 281.395.2210

P.O. Box 970
Katy, Texas 77492
800.382.2204
info@katyedc.org
www.katyedc.org

KatyArea
chamber of commerce

23501 Cinco Ranch Blvd,
Suite B206
Katy, TX. 77494
281-391-KATY
281-391-7423 (Fax)
www.katychamber.com

April 23, 2009

Honorable Andy Meyers
Fort Bend County Commissioner
1809 Eldridge
Sugar Land, TX 77478

Dear Commissioner Meyers:

The Katy Area Chamber of Commerce supports the efforts of Fort Bend County to advance the development of this needed project to construct highway improvements along the 6.5-mile portion of SH 1093 west of SH 99. We understand this initiative will be the initial phase of construction along this highway segment in advance of any development of an extension of the Westpark Tollroad in the future.

The development of this segment of road will be beneficial for our area and will support the economic development, help to improve safety, reduce congestion, and improve air quality in the region.

Thank you, in advance for your efforts to make infrastructure improvements to meet the future growth of our area and to help to maintain the desired standard of living for our community.

Sincerely,

Ann Hodge
President/CEO
Katy Area Chamber of Commerce

RESOLUTION NUMBER 04-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIMONTON, FORT BEND COUNTY, TEXAS, SUPPORTING THE FORT BEND COUNTY EFFORT TO SECURE A PROJECT TO EXPAND THE WIDTH OF FM 1093 TO FOUR LANES FROM SH99 TO THE EAST LIMIT OF THE CITY OF FULSHEAR.

* * * * *

WHEREAS, the City of Simonton, recognizes the existing and growing congestion on FM 1093 due to increase population and vehicle traffic from areas in an around the Fulshear, Simonton, Weston Lakes developments to the Westpark Tollway and points East; and,

WHEREAS, the City of Simonton, recognizes the need for early planning and preparation for the projected significant increase in population; and,

WHEREAS, the County of Fort Bend is requesting a TxDOT project to accelerate the expansion the width of 1093 that would increase the ease of mobility between SH99 and the eastern Fulshear City limits the primary mobility corridor to the City of Simonton; and,

WHEREAS, the proposed project would become the frontage roads for the future second phase construction of the extension of the Westpark Tollroad; and

WHEREAS, Precinct 3 Commissioner Andy Meyers has asked for the support of the Cities and Communities impacted by this improvement in mobility along the FM 1093 corridor; and

NOW, therefore be it resolved, that the City of Simonton City Council

HEREBY:

(a) Fully supports the Fort Bend County effort to ease traffic and improve the mobility along FM 1093 though the expansion of the width of FM1093 from SH 99 to the eastern city limits of Fulshear.

(b) Also, as it is incumbent upon Fort Bend County to improve mobility in our area we strongly encourage Fort Bend County and TxDOT to continue to plan for the extension of the four lanes through the City of Fulshear to FM 1489 in Simonton and the straightening of FM 1093 through the center of Fulshear to the western city limits of Fulshear and the straightening of FM 1093 through the center of Simonton at its intersection with FM 1489.

PASSED AND APPROVED by a vote of 5 "ayes" in favor and 0 "nays" against on this first and final reading on the 21st day of April 2009.

APPROVED:

Louis J Boudreaux, Mayor

ATTEST:

Joan Robertson, City Secretary

KATY

Katy Independent School District

Alton L. Frailey
SUPERINTENDENT

April 22, 2009

Commissioner Andy Meyers
Fort Bend County, Precinct 3
1809 Eldridge
Sugar Land, TX 77478

Dear Commissioner Meyers:

We support the efforts of Fort Bend County to advance the development of this needed project to construct highway improvements along the 6.5 mile portion of SH 1093 west of SH 99. We understand this initiative will be the initial phase of construction along this highway segment in advance of any development of an extension of the Westpark toll road in the future.

The development of this segment of road will be beneficial for our area and will support the economic development, help to improve safety, reduce congestion, and improve air quality in the region.

Thank you, in advance for your efforts to make infrastructure improvement to meet the future growth of our area and to help to maintain the desired standard of living for our community.

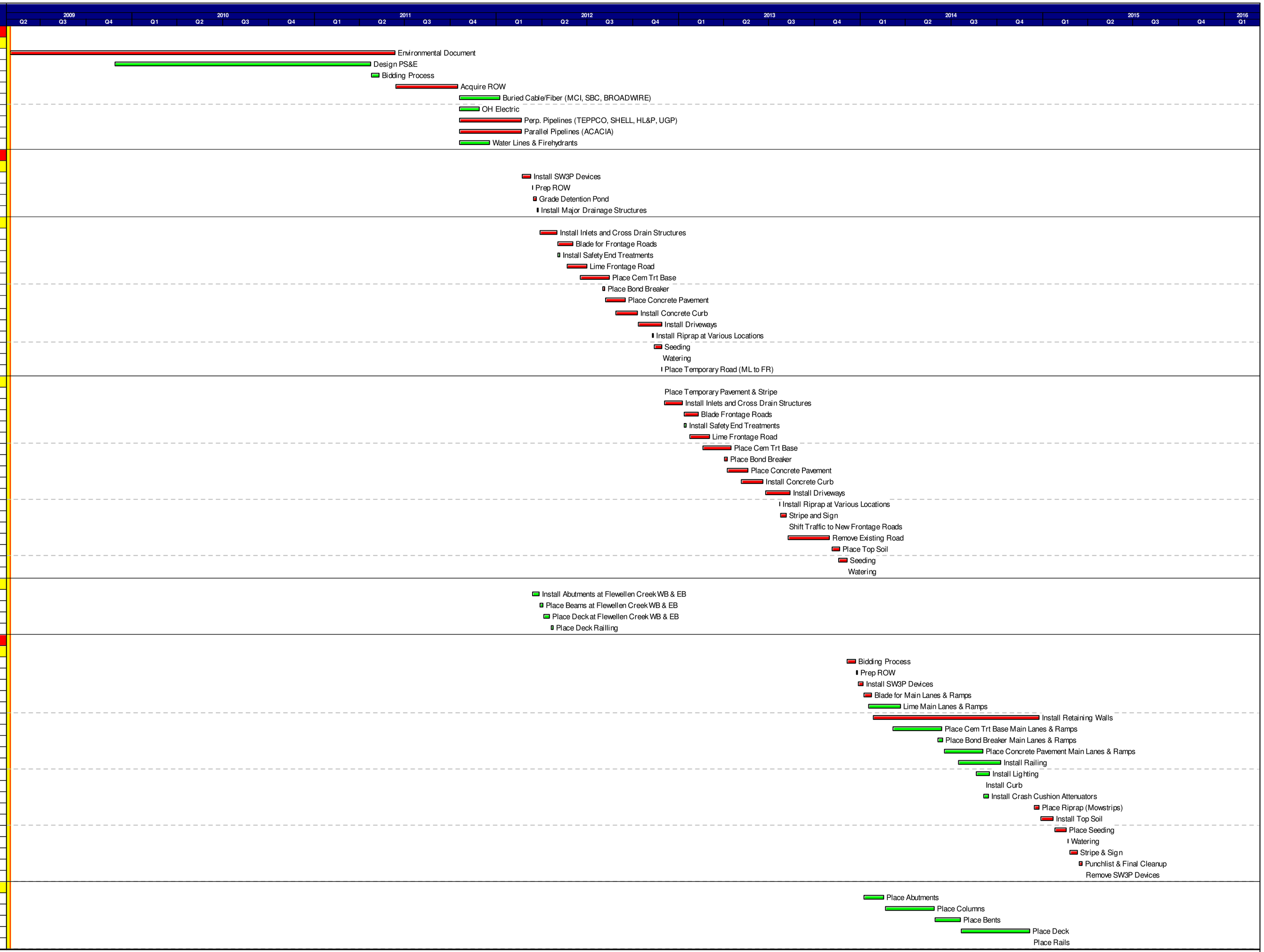
Sincerely,

Alton Frailey
Superintendent

Katy Independent School District • 6301 South Stadium Lane • PO Box 159 • Katy, Texas 77492-0159
281-396-6000 • fax: 281-644-1800 • www.katyisd.org

V. DEVELOPMENT AND IMPLEMENTATION SCHEDULE

Act ID	Description	Orig Dur	Qty
Front End Items			
1760	Environmental Document	550d	LS
1780	Design PS&E	365d	LS
1790	Bidding Process	14d	LS
1770	Acquire ROW	90d	LS
1020	Buried Cable/Fiber (MCI, SBC, BROADWIRE)	60d	LS
1030	OH Electric	30d	LS
1040	Perp. Pipelines (TEPPCO, SHELL, HL&P,	90d	LS
1050	Parallel Pipelines (ACACIA)	90d	LS
1060	Water Lines & Firehydrants	45d	LS
Frontage Rd. Construction			
Drainage Installation			
1070	Install SW3P Devices	14d	LS
1110	Prep ROW	3d	424 STA
1080	Grade Detention Pond	5d	LS
1090	Install Major Drainage Structures	3d	250 LF
West Bound			
1320	Install Inlets and Cross Drain Structures	27d	80 EA
1120	Blade for Frontage Roads	22d	150,000 CY
1340	Install Safety End Treatments	3d	72 EA
1130	Lime Frontage Road	29d	169,800 SY
1140	Place Cem Trt Base	43d	169,800 SY
1150	Place Bond Breaker	5d	9,350 TON
1170	Place Concrete Pavement	31d	152,250 SY
1180	Install Concrete Curb	34d	67,500 LF
1290	Install Driveways	36d	18 EA
1360	Install Riprap at Various Locations	2d	40 CY
1420	Seeding	15d	381,250 SY
1440	Watering	1d	LS
1500	Place Temporary Road (ML to FR)	3d	1,000 SY
East Bound			
1100	Place Temporary Pavement & Stripe	1d	LS
1330	Install Inlets and Cross Drain Structures	27d	80 EA
1230	Blade Frontage Roads	22d	150,000 CY
1350	Install Safety End Treatments	6d	160 EA
1240	Lime Frontage Road	29d	169,800 SY
1250	Place Cem Trt Base	43d	169,800 SY
1260	Place Bond Breaker	5d	9,350 TON
1280	Place Concrete Pavement	31d	152,250 SY
1310	Install Concrete Curb	34d	67,500 LF
1300	Install Driveways	36d	18 EA
1370	Install Riprap at Various Locations	2d	40 CY
1390	Stripe and Sign	10d	42,360 LF
1480	Shift Traffic to New Frontage Roads	1d	N/A
1460	Remove Existing Road	62d	186,082 SY
1410	Place Top Soil	14d	96,500 SY
1430	Seeding	15d	381,250 SY
1450	Watering	2d	LS
Frontage Road Bridges			
1190	Install Abutments at Flewellen Creek WB & EB	12d	4 EA
1200	Place Beams at Flewellen Creek WB & EB	6d	1,400 LF
1210	Place Deck at Flewellen Creek WB & EB	10d	10,118 SF
1220	Place Deck Railling	5d	1,400 LF
Main Lane Construction			
Main Lane			
1670	Bidding Process	14d	
1490	Prep ROW	2d	307 STA
1560	Install SW3P Devices	7d	LS
1520	Blade for Main Lanes & Ramps	13d	88,348 CY
1530	Lime Main Lanes & Ramps	47d	283,088 SY
1590	Install Retaining Walls	238d	47,464 SF
1540	Place Cem Trt Base Main Lanes & Ramps	71d	283,088 SY
1550	Place Bond Breaker Main Lanes & Ramps	8d	15,570 TONS
1570	Place Concrete Pavement Main Lanes &	57d	281,311 SY
1610	Install Railing	62d	92,000 LF
1600	Install Lighting	21d	LS
1620	Install Curb	1d	600 LF
1630	Install Crash Cushion Attenuators	7d	7 EA
1580	Place Riprap (Mowstrips)	9d	541 CY
1640	Install Top Soil	19d	132,973 SY
1650	Place Seeding	19d	132,973 SY
1660	Watering	2d	LS
1730	Stripe & Sign	14d	LS
1750	Punchlist & Final Cleanup	6d	307 STA
1740	Remove SW3P Devices	1d	LS
Main Lane Bridges			
1680	Place Abutments	30d	10 EA
1690	Place Columns	72d	36 EA
1700	Place Bents	36d	9 EA
1710	Place Deck	100d	110,410 SF
1720	Place Rails	1d	5,400 LF



Start date	01MAY09
Finish date	24MAR15
Data date	01MAY09
Run date	27APR09
Page number	1A

J:0262.014.00001.00 Project Management01.01 Project File IndexWestparkConstruction ScheduleWestpark_Rev02

Klotz Associates, Inc.
Westpark Construction Schedule

April 27, 2009

Early bar
Progress bar
Critical bar
Summary bar
Start milestone point
Finish milestone point

VI PAST EXPERIENCE

VI. Past Experience

Fort Bend County established the Fort Bend Toll Road Authority under the State legislation to build toll roads within the limits of Fort Bend County. The procurement and management procedures are in-place to provide the guidance needed to execute such a program as Westpark Extension.

The construction of the initial phase of Westpark is an excellent example and a success story of the county's experience in being innovative in funding and getting the project completed and opened for use for the traveling public. In cooperation with the Houston District of TxDOT and Harris County Toll Road Authority, the plan to construct the portion in Fort Bend as an initial phase of Westpark, including the interchange with SH 99 was a success.

VI. EXPERIENCE AND QUALIFICATIONS OF PROPOSAL TEAM

DANNENBAUM

PASS-THROUGH FINANCING QUALIFICATIONS

Dannenbaum has been one of the leading firms handling Pass-Through Financing projects the last 2 years. We have successfully negotiated contracts for Galveston County, the City of Weatherford, and the City of San Marcos - those projects are under construction today.

Pass-Through Financing Projects

1) FM 646 PASS-THROUGH FINANCING, GALVESTON COUNTY, TEXAS

Pass-Through Financing Application and assistance in negotiating the agreement for **FM 646, from FM 1764 north to IH 45.** This project included final design, final plans, specifications and estimates (PS&E), right-of-way (ROW) mapping, bid phase services and construction phase services.

Team Members: Paul Celauro, PE, RPLS; Larry S. Marr, PE; Keith Frederickson

2) WONDERWORLD DRIVE PASS-THROUGH FINANCING, CITY OF SAN MARCOS, TEXAS

Dannenbaum prepared an application for Pass-Through Financing and assisted with negotiating the agreement for **Wonderworld Drive** for the City of San Marcos, Texas.

Team Members: Paul Celauro, PE, RPLS; Thomas C. Arndt, PE

3) PASS-THROUGH FINANCING FOR VARIOUS ROADWAYS, CITY OF WEATHERFORD, TEXAS

Pass-Through Financing Application and assistance in negotiating the agreement for various roadways within the City of Weatherford. These roadways include **SH 171/FM 51 South Reconstruction: IH 20 S. Frontage Rd. to South of Causbie Rd.; IH 20 Eastbound Frontage Road: SH 171/FM 51 to FM 2552 (1.67 miles); IH 20 Westbound Frontage Road: SH 171/FM 51 to FM 2552 (1.67 miles); SH 171/FM 51 North Reconstruction: IH 20 N. Frontage Road to FM 1884 (0.81 miles); Holland Lake IH 20 Overpass, U-turn Bridges and SH 171/FM 51 Bridge Widening Over IH 20: IH 20 Eastbound Frontage Road S. Bowie to FM 1884; and IH 20 Westbound Frontage Road: S. Bowie to FM 1884.** These projects included preparation of schematics, construction documents (PS&E), bid phase services and construction phase services.

Team Members: Paul Celauro, PE, RPLS; Thomas C. Marquardt, PE

4) US 183 PASS-THROUGH FINANCING, WILLIAMSON COUNTY, TEXAS

This assignment consisted of a TxDOT project being developed by the County as a Pass-Through Financing Agreement. The limits of the project are **US 183**, **from south of the South San Gabriel River to 4,000 feet north of SH 29, approximately 3.2 miles in length.** Construction plans were prepared and included two new bridges over the San Gabriel River. The project schematic provides for upgrading US 183's existing 4-lane undivided roadway to 4-lane (future 6-lane) divided arterials with a depressed median, sufficient in width to accommodate a future transportation corridor. The project follows the National Environmental Policy Act (NEPA) rules and regulations, and required an environmental assessment (EA). Five alternatives were considered, which included four route alternatives and the no-build option.

Team Members: Paul Celauro, PE, RPLS; Thomas C. Arndt, PE; Tommy G. Levario, PE; Abdel-Qader Faisal, PE; Dr. Michel Maksoud, PE; Angel-Lina Soutdarany, PE

5) NORTHWEST PASSAGE PASS-THROUGH FINANCING, LUBBOCK, TEXAS

Dannenbaum prepared an application for Pass-Through Financing for **various roadways known as the "Northwest Passage"** for the City of Lubbock, Texas.

Team Members: Paul Celauro, PE, RPLS; Wayne G. Ahrens, PE, RPLS; Thomas C. Marquardt, PE

6) FM 110 PASS-THROUGH FINANCING, HAYS COUNTY, TEXAS

Pass Through Financing for the reconstruction of **FM 110**, an existing rural 2-lane roadway, reconstructed to a 5-lane urban section (Phase 1), **from IH 35 to the proposed McCarty Lane Intersection (1.2 miles)**. The remainder of the project (Phase 2) involved **new location roadway** consisting of a 5-lane rural section **from the proposed McCarty Lane intersection to SH 123 (1.0 mile).**

Team Members: Paul Celauro, PE, RPLS; Thomas C. Arndt, PE; Tommy G. Levario, PE; Alejandro C. (Al) Flores, PE, CFM

7) FM 1409 PASS-THROUGH FINANCING, CHAMBERS COUNTY, TEXAS

Pass-Through Financing Application for **FM 1409, from FM 565(S) north to FM 565(N).** New location facility extending existing FM 1409 from its ending at FM 565(N) to the south crossing IH 10 and stopping at FM 565(S). This project included schematic layout, and environmental documentation.

Team Members: Paul Celauro, PE, RPLS; Larry S. Marr, PE

Toll / Major Highway Projects

HEMPSTEAD MANAGED LANES GENERAL ENGINEERING CONSULTANT (GEC), HARRIS COUNTY, TEXAS (HCTRA)

Dannenbaum is providing GEC services for a new corridor to relieve the US 290 corridor with a total projected construction cost of over $260 million. Dannenbaum has developed the feasibility study, preliminary plans, preliminary schematics, and cost estimates to-date.

EAST BELT GENERAL ENGINEERING CONSULTANT/PROGRAM MANAGER (GEC/PM), HARRIS COUNTY, TEXAS (HCTRA)

This project consists of two phases: 1) update of the schematic and environmental study to current requirements, establishing the design criteria, and preparation of work materials needed for dividing plans, specifications and estimates (PS&E) design into sections; and 2) acting as the Harris County Toll Road Authority's (HCTRA) general engineering consultant, managing design contracts for each section of work, providing technical review and quality control services, and assembly of PS&E materials and documents for construction contracts.

EAST BELT (SEGMENT 2), HOUSTON, TEXAS (HCTRA)

Design of 4 and 6-lane main lanes from east of SH 3 to west of Fairmont Parkway on East Belt for approximately 3 miles. This project was designed in accordance with TxDOT standards, specifications, guidelines, criteria, and approval. Work efforts included three grade separations, paving, bridges, toll plaza, striping, retaining walls, drainage, signing, traffic control, and lighting.

HARDY TOLL ROAD, HARRIS COUNTY, TEXAS, HARRIS COUNTY TOLL ROAD AUTHORITY (HCTRA)

Engineering services for the design of a 2.6-mile section of the Hardy Toll Road, including main lanes, frontage road, roadway illumination, traffic engineering, review and quality assurance of construction documents, traffic control plans for construction staging, storm water collection system, relocation of all utilities, and coordination with subconsultants for three grade separations. This also included 15,224 feet of C-4 and 76,000 feet of T-5 guardrails. Roadway design guidelines included the Manual of Uniform Traffic Control Devices (MUTCD).

SH 121 TOLLWAY TO US 75, MCKINNEY, TEXAS, NORTH TEXAS TOLLWAY AUTHORITY (NTTA)

Design schematics for the addition of main lanes, ramps and toll plazas to supplement design schematics prepared for frontage roads. The project limits were along SH 121 from the end of the existing Dallas North Tollway to US 75 in McKinney (approximately 12 miles). Specific responsibilities involved all design aspects of schematic development including ramp configuration, horizontal and vertical alignments, government coordination, North Texas Tollway (NTTA) and TxDOT coordination and cost estimates.

SAM HOUSTON TOLLWAY/FM 249 INTERCHANGE, HARRIS COUNTY, TEXAS (HCTRA)

Dannenbaum was selected to prepare PS&E documents for a 1.9-mile section of the Sam Houston Tollway in Houston, centered on FM 249. The design was in accordance with the TxDOT design standards and specifications. The scope of work included two grade separations and a 3,600-foot-long by 45-foot-high bridge over FM 249 and the FW&D Railroad. PS&E design responsibilities included bridges, ramps, retaining walls, storm sewers, construction staging, traffic management and control, right-of-way mapping and parcel boundaries.

IH 10/BELTWAY 8 INTERCHANGE (WEST BELT), HOUSTON, TEXAS (TxDOT HOUSTON)

Roadway, bridge, and drainage design for a 5-level interchange. Included were complex roadway design, structural design, and detailing for four bridges. Also included was a major drainage study; design of two pump stations (one to dewater the detention basin and the other a 50,000 GPM facility to pump the frontage road depressed area); detention pond design; special retaining wall design; right-of-way design; right-of-way analysis; and complex storm drainage design. In addition, the initial study involved the development of a 3-dimensional SWMM hydraulic model. Coordination was required with the USACE and Harris County Flood Control District (HCFCD). Estimated construction cost is $250 million with an estimated construction completion date of early 2009.

FM 1314: LOOP 494 IN PORTER TO SH 105 IN CONROE (MONTGOMERY COUNTY), TEXAS (TxDOT HOUSTON)

Advance planning/preliminary engineering services for the development of a design schematic for approximately 21 miles from Loop 494 in Porter to SH 105 in Conroe (Montgomery County). Engineering services involved a route study; right-of-way determination/impact analysis; vertical and horizontal alignments; coordinating bridge layouts for two major creeks and several overpasses; overall drainage evaluation and impact analysis; intersection analysis/ recommendations; typical sections; traffic control plans; utility plans; public involvement process (including public hearing); and environmental investigations (including the preparation of an environmental constraints map).

HARDY TOLL ROAD DOWNTOWN CONNECTOR, HOUSTON, TEXAS (HCTRA)

Preliminary engineering, schematic design, and preparation of PS&E construction documents for 3.5 miles of new location, no-access roadway connecting the US 59/IH 10 interchange to the IH 610 Hardy Toll Road interchange. This project also included direct connections at the termini, three bridge overpass structures, a full diamond interchange at Cavalcade Street, four multi-level bridge connectors and three local streets. These connector superstructures consisted of continuous steel trapezoidal box girders and plate girders, and pre-stressed concrete trapezoidal box girders and standard “I” beams. In addition, an engineering investigation for the bridge widening connections to evaluate the influence of the widened bridges on the existing bridges was conducted as well as design of widened section details, bridge superstructures, substructures and foundation systems; a hydraulic study to determine drainage impacts and detention requirements and preparation of a drainage impact report; multi-agency coordination; railroad company coordination for track relocation; retaining wall design; illumination; and extensive utilities coordination.

HARDY TOLL ROAD INTERCONTINENTAL AIRPORT CONNECTOR, HARRIS COUNTY, TEXAS (HCTRA)

The Intercontinental Airport Connector connects the Hardy Tollway to Houston's Bush Intercontinental Airport. The realigned project was composed of a 1.13-mile-long expressway and included final roadway plans, bridge structures, an interchange, three service roads, a grade separation, and retaining walls. The Airport Connector was designed in accordance with TxDOT design standards and specifications. In addition to the expressway and structural design, the project included utility relocations, a complex storm drainage report and system, traffic management, and control plans. The architectural curvature of the bridge included aesthetically pleasing columns, as well as the use of landscaping as vehicular attenuation. This was the County portion of the Airport Connector that serves as an overall entrance to Intercontinental Airport - Houston (IAH). The preliminary engineering included a feasibility study of a flyover interchange at Hardy Toll Road and Sam Houston Parkway with a bridge over the existing Hardy Toll Road north to the IAH connector.

WALNUT HILL LANE, DALLAS COUNTY, TEXAS (NTTA)

Schematic layouts and conceptual toll plaza designs for the entrance and exit ramps at Walnut Hill Lane in Dallas County, Texas.

FM 2934: DALLAS NORTH TOLLWAY TO FM 423, FRISCO, TEXAS (CITY OF FRISCO)

PS&E design for FM 2934, from the Dallas North Tollway to FM 423, which included widening of the existing 3 mile, 2-lane roadway with shoulders to a divided 6-lane roadway with curbs and a closed drainage system. Within this design, the existing water and sanitary sewer lines were adjusted. Adjustments to the existing culverts and three major intersections were also included. This project involved control surveying, design surveying, right-of-way mapping and a topographical survey to create a digital terrain model (DTM).

SOUTH BELT CONSTRUCTION PHASE SERVICES, HOUSTON, TEXAS (HCTRA)

This project included providing construction phase services for the construction of Beltway 8, from US 59 to IH 45.

HEMPSTEAD RD: MANGUM TO EAST OF IH 610, HOUSTON, TEXAS (TxDOT HOUSTON)

Preparation of final PS&E for the expansion of the existing 4-lane divided urban major arterial roadway to a 6-lane divided facility with concrete pavement, curb and gutter and storm sewers. The design for this project included preparation of plans for the replacement of three railroad bridges, reconstruction of existing connector streets, revision of intersections and signals, upgrading of drainage outfall and storm sewer system, and design of storm water detention facilities utilizing common railroad and roadway ditches. Numerous drainage studies were conducted to determine alternatives to mitigate impacts from storm water runoff and route storm water from Hempstead Road to IH 10 as well as to evaluate impacts of existing IH 10 flooding problems. Dannenbaum also provided construction management/ construction administration services for this project.

STEWART RD, JONES RD & 81ST ST, GALVESTON, TEXAS (GALVESTON COUNTY)

Preliminary and final design and limited construction phase services for rehabilitating approximately 3 miles of heavily traveled, asphaltic concrete City streets within the City of Galveston. The rehabilitation ranged from base repair, milling and asphaltic concrete overlay to full depth repair depending upon the existing pavement and base course conditions. The project required a Preliminary Engineering Report (PER), final PS&E, scope of work development, contract negotiations, preparation of bid packages and construction phase services involving the cost control scheduling for the project. The project also included sidewalk additions or replacements; traffic control plans; utility adjustments; traffic signal evaluation; right-of-way determination; geotechnical exploration; and the design of pavement rehabilitation schemes for the different pavement areas.

CUATRO VIENTOS, LAREDO, TEXAS (WEBB COUNTY)

Preliminary engineering, route studies and schematic design for approximately 7 miles of a major arterial roadway, including relocated and new location roadway from a 2-lane to a 6-lane divided highway. Two water crossings and two major overpasses with both rural and urban sections were part of the scope. The final product was a detailed schematic that required ramps, service road, main lane final grades, detailed drainage plans, EA coordination, EA/FONSI multiple client coordination, hydrology studies, structural studies, and detailed ROW analysis. Project was contracted with Webb County, the City of Laredo and TxDOT.

CLOVIS BARKER ROAD: IH 35 FRONTAGE RD TO SH 123, SAN MARCOS, TEXAS (CITY OF SAN MARCOS)

Roadway reconstruction for approximately 8,800 feet of Clovis Barker Road, from the IH 35 northbound frontage road to SH 123 in San Marcos. This project included widening the existing 2-lane roadway to 5 lanes; driveway construction; water line relocation; acquisition of ROW and drainage easements; striping; erosion control/sedimentation plans; and traffic control. The roadway section is 70 feet wide with shoulders. Two drainage studies were conducted resulting in the design of four major cross drainage structures as well as drainage channels on both sides parallel to the roadway. An in-depth EA was conducted to determine the environmental status of two creek crossings and permit requirements.

DANNENBAUM

F. PAUL CELAURO, P.E.

Principal-in-Charge

Bachelor of Science in Civil Engineering, Vanderbilt University

Professional Engineer, State of Texas, #34419 (01/01/1972)
Registered Professional Land Surveyor, State of Texas, #2726 (01/01/1978)

Mr. Celauro has over 40 years of diversified experience in civil engineering design and project management. His expertise includes transportation-related projects - roadways, highways, bridges, rail and airport-related facilities; water/wastewater systems including transmission, distribution, collection, conveyance and treatment facilities; residential and commercial land development; industrial and institutional complexes and associated infrastructure; and projects involving very unique aspects and specialized experience such as military and port facilities. In addition, Mr. Celauro has extensive experience in the area of flood control/drainage including analysis, mitigation planning, and design for public and private entities.

FM 646 PASS-THROUGH FINANCING, GALVESTON COUNTY, TEXAS, PRINCIPAL-IN-CHARGE

Pass-Through Financing Application for FM 646, from FM 1764 north to IH 45. This project included final design, final plans, specifications and estimates (PS&E), right-of-way (ROW) mapping, bid phase services and construction phase services.

FM 1409 PASS-THROUGH FINANCING, CHAMBERS COUNTY, TEXAS, PRINCIPAL-IN-CHARGE

Pass-Through Financing Application for FM 1409, from FM 565(S) north to FM 565(N). New location facility extending existing FM 1409 from its ending at FM 565(N) to the south crossing IH 10 and stopping at FM 565(S). This project included schematic layout, environmental documentation, public involvement, final PS&E design, ROW mapping, bid phase services and construction phase services.

CITY OF WEATHERFORD PASS-THROUGH FINANCING FOR VARIOUS ROADWAYS, WEATHERFORD, TEXAS, PRINCIPAL-IN-CHARGE

Pass-Through Financing Application for various roadways within the City of Weatherford. These roadways include SH 171/FM 51 South Reconstruction: IH 20 S. Frontage Rd. to South of Causbie Rd.; IH 20 Eastbound Frontage Road: SH 171/FM 51 to FM 2552 (1.67 miles); IH 20 Westbound Frontage Road: SH 171/FM 51 to FM 2552 (1.67 miles); SH 171/FM 51 North Reconstruction: IH 20 N. Frontage Road to FM 1884 (0.81 miles); Holland Lake IH 20 Overpass, U-turn Bridges and SH 171/FM 51 Bridge Widening Over IH 20: IH 20 Eastbound Frontage Road S. Bowie to FM 1884; and IH 20 Westbound Frontage Road: S. Bowie to FM 1884. These projects included preparation of schematics, construction documents (PS&E), bid phase services and construction phase services.

EAST BELT, GENERAL ENGINEERING CONSULTANT/PROGRAM MANAGER (GEC/PM), HARRIS COUNTY, TEXAS (HCTRA), PRINCIPAL-IN-CHARGE

This project consists of two phases: 1) update of the schematic and environmental study to current requirements, establishing the design criteria, and preparation of work materials needed for dividing plans, specifications and estimates (PS&E) design into sections; and 2) acting as the Harris County Toll Road Authority's (HCTRA) general engineering consultant, managing design contracts for each section of work, providing technical review and quality control services, and assembly of PS&E materials and documents for construction contracts.

US 183 PASS-THROUGH FINANCING, WILLIAMSON COUNTY, TEXAS, PRINCIPAL-IN-CHARGE

This assignment consisted of a TxDOT project being developed by the County as a Pass-Through Financing Agreement. The limits of the project are US 183, from south of the South San Gabriel River to 4,000 feet north of SH 29, approximately 3.2 miles in length. Construction plans were prepared and included two new bridges over the San Gabriel River. The project schematic provides for upgrading US 183's existing 4-lane undivided roadway to 4-lane (future 6-lane) divided arterials with a depressed median, sufficient in width to accommodate a future transportation corridor. The project follows the National Environmental Policy Act (NEPA) rules and regulations, and required an environmental assessment (EA). Five alternatives were considered, which included four route alternatives and the no-build option.

FM 110 PASS-THROUGH FINANCING, HAYS COUNTY, TEXAS, PRINCIPAL-IN-CHARGE

Pass-Through Financing for the reconstruction of FM 110, an existing rural 2-lane roadway, reconstructed to a 5-lane urban section (Phase 1), from IH 35 to the proposed McCarty Lane Intersection (1.2 miles). The remainder of the project (Phase 2) involved new location roadway consisting of a 5-lane rural section from the proposed McCarty Lane intersection to SH 123 (1.0 mile).

WONDERWORLD DRIVE PASS-THROUGH FINANCING, CITY OF SAN MARCOS, TEXAS, PRINCIPAL-IN-CHARGE

Dannenbaum prepared an application for Pass-Through Financing for Wonderworld Drive for the City of San Marcos, Texas.

NORTHWEST PASSAGE PASS-THROUGH FINANCING, LUBBOCK, TEXAS, PRINCIPAL-IN-CHARGE

Dannenbaum prepared an application for Pass-Through Financing for various roadways known as the "Northwest Passage" for the City of Lubbock, Texas.

HEMPSTEAD MANAGED LANES GENERAL ENGINEERING CONSULTANT (GEC), HARRIS COUNTY, TEXAS (HCTRA), PRINCIPAL-IN-CHARGE

Dannenbaum is providing GEC services for a new corridor to relieve the US 290 corridor with a total projected construction cost of over $260 million. Dannenbaum has developed the feasibility study, preliminary plans, preliminary schematics, and cost estimates to-date.

HARDY TOLL ROAD INTERCONTINENTAL AIRPORT CONNECTOR, HARRIS COUNTY, TEXAS, PRINCIPAL-IN-CHARGE

The completed Airport Connector connects the Hardy Tollway to Houston's Intercontinental Airport. The realigned project was composed of a 1.13-mile-long expressway and included final roadway plans, bridge structures, an interchange, 3 service roads, a grade separation, and retaining walls. The Airport Connector was designed in accordance with TxDOT design standards and specifications. In addition to the expressway and structural design, the project included utility relocations, a complex storm drainage report and system, traffic management, and control plans. The architectural curvature of the bridge included aesthetically pleasing columns, as well as the use of landscaping as vehicular attenuation. This was the County portion of the Airport Connector that serves as an overall entrance to Intercontinental Airport - Houston (IAH). The preliminary engineering included a feasibility study of a flyover interchange at Hardy Toll Road and Sam Houston Parkway with a bridge over the existing Hardy Toll Road north to the IAH connector.

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DAVID R. MILNER, P.E.

PROJECT MANAGER

B.S. in Civil Engineering, University of New Haven

A.S.C.T., Civil Technology, Hartford State Technical College

P.E., Professional Engineer, State of TX, #82226 (1997); California, (C51709) 1994; Connecticut, (11702) 1980; Florida, (PE0039243) 1988; Georgia, (017167) 1987; Louisiana, (19800) 1992; Maryland, (14596) 1985; Mississippi, (09573) 1985; South Carolina, (12166) 1988

Continuing Education: Special Seismic Training; FEMA Public Assistance Program Training (TAC Member)

Associations: American Society of Civil Engineers (ASCE); Society of American Military Engineers (SAME)

Mr. Milner has over 38 years of extensive experience in major public works, transportation and transit related projects. Most recently, he served as Program Manager on the $2.8 billion IH 10/Katy Freeway Reconstruction Program General Engineering Consultant (GEC) assignment for the Texas Department of Transportation (TxDOT) in Houston. Prior to joining Dannenbaum, his responsibilities were primarily focused in the areas of goods movement, transit, program management, and highway design projects. He is experienced in coordinating and managing all elements of a complex project, including feasibility studies, environmental, survey, preliminary and final design, program management, and direct construction supervision of major projects. Known for his ability to get through the environmental process as part of the on-time delivery of his projects, David also has considerable planning and engineering experience with goods movement projects throughout the U.S. This noteworthy list includes freight rail projects in Texas, Florida, California, and Louisiana, and Port planning and engineering projects in Texas, Florida and California. David has been instrumental in developing advanced technology applications for multimodal projects, including Austin, Texas and Los Angeles, California light rail systems; work for the Jacksonville, Florida Transportation Authority, Disney peoplemover systems, intelligent transportation systems (ITS), and automated vehicle identification (AVI) systems.

KATY FREEWAY GENERAL ENGINEERING CONSULTANT (GEC), HOUSTON, TEXAS, PROGRAM MANAGER

Program Manager for this long-term assignment to manage the design and construction to rebuild the 26-mile urban segment of Interstate IH 10 (Katy Freeway) in Houston, Texas. The assignment includes overseeing the work of 10 engineering teams in preparing 10 separate construction contracts that will totally rebuild and expand this interstate highway to meet the 2020 traffic projection. David's assignment on this $2.8 billion program began as Principal-in-Charge of the Major Investment Study. The improvements will include expansion of the current 11-lane transportation facility to 18 lanes, including a four-lane special purpose facility. This special facility will be designed with the flexibility to handle multiple modes of traffic, including high occupancy vehicle (HOV), high occupancy toll (HOT), toll, and commercial traffic modes. The improved facility will include a full complement of state-of-the-art ITS components for traffic management and monitoring. The reconstruction activities will be performed while traffic is maintained on the major Houston thoroughfare.

US 69 CORRIDOR FEASIBILITY STUDY, HARDEN, ANGELINA & TYLER COUNTIES, TEXAS, PRINCIPAL-IN-CHARGE

Principal-in-Charge for the professional services for corridor study to evaluate viable design alternatives and relief routes that would relieve congestion along U.S. 69 from south of Lumberton to Zavalla in Angelina County, followed by schematic design and environmental assessment preparation.

IH 45 SOUTH CORRIDOR MIS, HOUSTON, TEXAS, PRINCIPAL-IN-CHARGE

Principal-in-Charge for the development of this Option 1 MIS for IH 45 (Gulf Freeway). The MIS is being developed to analyze the primary corridor between Houston and Galveston, Texas. A major component of this study is the analysis and development of alternative solutions to deal with commercial truck traffic growth projections for travel between the Ports of Houston and Galveston. David is taking a leadership role in the analysis of commercial truck travel. Alternative solutions will consider the feasibility of exclusive truck lanes.

ALAMEDA CORRIDOR, LOS ANGELES, CALIFORNIA, PROJECT MANAGER

Project Manager for a $1.8-billion concept study for the Alameda Corridor Transportation Authority to identify the best route for the 20-mile corridor to facilitate highway and railroad access to the Ports of Long Beach and Los Angeles, California. David led an eight-firm design team for the development of alternative concept designs and oversaw the development of the environmental documentation, including an extensive public involvement phase in accordance with NEPA and CEQA requirements. Numerous configurations of roadway, trainway and grade separation typical sections were studied, including an exclusive truck expressway. Origin and destination surveys were performed at critical truck stops, intermodal container yards, and other port related facilities. In addition, the study investigated specific typical truck lane widths and other provisions for proper truck operations including street curb radius and pavement sections. The information obtained was used to model the current and future truck demand in and around the two ports. The results of the traffic modeling developed the need to proceed with investigating exclusive truck expressway routes. The Alameda Corridor project developed alternative truck routes along Alameda Street and the Los Angeles River. The selected alternative was developed after considering four optional roadway sections, six optional grade separation designs, and three optional trainway sections. The route chosen along Alameda Street will be separated from all surface streets and eliminate more than 200 at-grade intersections, allowing freight to move at higher speeds and removing delays with street traffic. The project's emphasis on consolidating the ports' freight cargo onto a faster, safer, and more efficient rail and truck expressway will greatly reduce truck traffic and ease road congestion, resulting in an anticipated 90 percent reduction in undesirable air emissions.

SR 91 PRIVATE TOLL ROAD PROJECT, ORANGE COUNTY, CALIFORNIA, PROJECT MANAGER FOR PRIVATE LENDERS

Project Manager responsible for completing the due-diligence effort for the feasibility of designing and constructing the first private toll road in California in a state highway right of way located in Orange California. Under the state initiative for innovative delivery of transportation improvement projects, a $128 million four-lane (two lanes in either direction) privately owned, constructed, and operated toll facility was constructed in the median of existing State Route 91 in Orange California. As the engineer for the lender, he performed due-diligence on the feasibility and risk assessment of designing and constructing this facility implementing state-of-the art design and construction techniques, including design/build techniques for construction. His role during construction included performing periodic inspections of construction and on-site inspection of all acceptance testing of equipment.

DANNENBAUM

LARRY S. MARR, P.E.

PROJECT MANAGER

Bachelor of Science in Civil Engineering, Oklahoma State University

Master of Science in Civil Engineering, Oklahoma State University

P.E., Professional Engineer, State of TX, #44187 (01/01/1980)
P.E., Professional Engineer, State of OK, #11446 (01/01/1979)
P.E., Professional Engineer, State of LA, #18533 (01/01/1980)

Associations: American Society of Civil Engineers (ASCE); International Society for Soil Mechanics & Foundation Engineering (ISSMFE)

Mr. Marr has been providing professional engineering services for over 36 years as a civil engineer and project manager. His experience includes municipal, commercial, industrial, petrochemical and manufacturing projects. He has provided engineering services for marine facilities (near-shore and offshore) and dredging; marginal soils ground improvement; streambank erosion and stabilization; pile foundations and load testing; shallow seismic and geophysical techniques; earth structures and soil and rock excavations; a wide variety of transportation-related projects (highways, airports and railroads); and industrial and hazardous waste storage and handling facilities as well as landfill cells. Mr. Marr has worked in a number of foreign countries. In North America, Canada and Mexico; South America, Brazil, Chile, Ecuador and Venezuela; and in the Middle East, Saudi Arabia. Mr. Marr's qualifications include civil engineering design, drawings and specifications; geotechnical engineering including foundation analysis and design; construction materials engineering and testing; hazardous waste facility and landfill cell design; instrumentation and in-situ testing for unusual and marginal soils; building/earthwork distress evaluation and slope stability analysis and design; transportation and traffic engineering; and forensic engineering.

FM 1409 PASS-THROUGH FINANCING, CHAMBERS COUNTY, TEXAS, PROJECT MANAGER

Pass-Through Financing Application for FM 1409, from FM 565(S) north to FM 565(N). New location facility extending existing FM 1409 from its ending at FM 565(N) to the south crossing IH 10 and stopping at FM 565(S). This project included schematic layout, environmental documentation, public involvement, final PS&E design, ROW mapping, bid phase services and construction phase services.

FM 646: IH 45 TO FM 1764, GALVESTON COUNTY, TEXAS, PROJECT MANAGER

This project consisted of complete Program Management for the design and construction of the widening of FM 646 from IH 45 to FM 1764, from 2 lanes to 4 lanes divided. Included are bridges over Borden's Gully, Geissler Gully and Dickinson Bayou as well as grading, drainage, concrete pavement, raised and flush medians, utility relocation, traffic control, traffic signals, pavement markings and signage.

FM 646: FM 517 TO IH 45, GALVESTON COUNTY, TEXAS, PROJECT MANAGER

Dannenbaum provided design and construction management services for the reconstruction of FM 646, from FM 517 to IH 45, which is partly in Galveston County, Texas. Reconstruction efforts involved converting 2-lane asphaltic concrete roadway to 4-lane concrete roadway with a center left-turn lane. Two bridges were reconstructed, the storm water system including storm water detention ponds and outfalls constructed, water and sanitary sewer lines relocated, and sidewalks added. In addition, three flashing signals with illumination were installed.

MAIN STREET IMPROVEMENTS, GALENA PARK, TEXAS, PROJECT MANAGER

Main Street provides access to the Port of Houston Authority's Woodhouse Terminal on the Houston Ship Channel. The project consisted of widening an existing 2-lane street to 4 lanes and constructing a Truck Queue Area for staging grain and flour mill truck traffic. The project was funded by TxDOT and required TxDOT approvals. Tasks included surveying, ROW determination, schematics development, environmental assessment, public process/involvement, drainage analysis, preparation of a preliminary engineering report (PER) and complete PS&E. Mr. Marr managed the entire project including scope of work development, contract negotiations, surveying, geotechnical exploration, subsurface utility exploration, and traffic signal design. He prepared the Preliminary Engineering Report (PER) according to Harris County guidelines and prepared the PS&E documents according to TxDOT requirements. Mr. Marr conducted public meetings for this project, and coordinated with the Port of Houston Authority, Harris County, and TxDOT.

STEWART ROAD, JONES ROAD & 81ST STREET, GALVESTON, TEXAS, PROJECT MANAGER

Preliminary and final design for rehabilitating approximately 3 miles of heavily traveled, asphaltic concrete, City streets within the City of Galveston. The rehabilitation ranged from base repair, milling and asphaltic concrete overlay to full depth repair depending upon the existing pavement and base course conditions. The project required a Preliminary Engineering Report (PER), final PS&E, Scope of Work development, contract negotiations, preparation of bid packages and construction phase services involving the cost control scheduling for the project. The project also included sidewalk additions or replacements; traffic control plans; utility adjustments; traffic signal evaluation; ROW determination; geotechnical exploration; and the design of pavement rehabilitation schemes for the different pavement areas.

PORT ROAD IMPROVEMENTS AT THE BAYPORT TERMINAL COMPLEX AT THE PORT OF HOUSTON, HOUSTON, TEXAS, PROJECT MANAGER

The Port of Houston selected Dannenbaum to provide design services for improvements to Port Road associated with the Bayport Container Terminal. Included is 10,700 feet of Port Road, a 6-lane boulevard, extending east from SH 146; 1,200 feet of the 4-lane Cruise Terminal Road; and 700 feet of the 3-lane Todville Connector Road. Design efforts included a storm sewer system for roadways; an outfall ditch into Bayport Ship Channel; First Flush Pond and Earth Berm; asphaltic concrete overlay on a portion of the existing Port Road; relocation of existing utilities; realignment of existing rail crossing Port Road; roadway illumination at selected intersections; and traffic signal design at SH 146 and Port Road. The Dannenbaum Team's responsibilities on this assignment included surveying, geotechnical engineering, conducting a comprehensive drainage study and drainage design, all roadway design including rail crossings, preparation of plans, specifications and estimates (PS&E), and limited construction phase services.

PAVEMENT SYSTEM DESIGNS, VARIOUS LOCATIONS THROUGHOUT THE STATE OF TEXAS AND THE U.S., PROJECT ENGINEER

Mr. Marr has designed pavement systems for numerous public and private sector projects statewide as well as across the U.S. Pavement types have included Portland cement concrete, asphaltic concrete, crushed stone, and a variety of other materials used for pavement surfaces. In each case, he also designed the base courses and subgrades to support the pavement surfaces. Project types included commercial and heavy industrial parking areas; city streets and roadways; interstate highways; race tracks and running tracks; and football fields under artificial surfaces.

DANNENBAUM

THOMAS C. MARQUARDT, P.E.

PROJECT MANAGER

Bachelor of Science in Civil Engineering, University of Texas at Arlington

Bachelor of Science in Petroleum Engineering, Texas A&M University

Professional Engineer, State of TX, #72422 (06/19/1992)

Continuing Education: Basic Hydrology and Culvert Programs, HEC-RAS Programs, Geopak Drainage, Project Management, Marketing Professional Services, Geopak Cross Section Training

Associations: American Society of Civil Engineers (ASCE); Society of American Military Engineers (SAME)

Mr. Marquardt has more than 24 years total experience in engineering, with more than 16 of those in civil engineering planning, design and construction management of transportation-related projects including highways, roadways and bridges. He spent more than 10 years with the Texas Department of Transportation (TxDOT) Fort Worth District, serving over 5 years as a Construction Manager/Inspector and another 5 years in the Central Design Section. Mr. Marquardt is responsible for overseeing the development of construction PS&E, preliminary studies and schematic design, environmental assessments (EAs), right-of-way (ROW) determination, land surveying and aerial photogrammetry.

CITY OF WEATHERFORD PASS-THROUGH FINANCING FOR VARIOUS ROADWAYS, WEATHERFORD, TEXAS, PROJECT MANAGER

Pass-Through Financing Application for various roadways within the City of Weatherford. These roadways include SH 171/FM 51 South Reconstruction: IH 20 S. Frontage Rd. to South of Causbie Rd.; IH 20 Eastbound Frontage Road: SH 171/FM 51 to FM 2552 (1.67 miles); IH 20 Westbound Frontage Road: SH 171/FM 51 to FM 2552 (1.67 miles); SH 171/FM 51 North Reconstruction: IH 20 N. Frontage Road to FM 1884 (0.81 miles); Holland Lake IH 20 Overpass, U-turn Bridges and SH 171/FM 51 Bridge Widening Over IH 20: IH 20 Eastbound Frontage Road S. Bowie to FM 1884; and IH 20 Westbound Frontage Road: S. Bowie to FM 1884. These projects included preparation of schematics, construction documents (PS&E), bid phase services and construction phase services.

LOOP 289 & 19TH STREET, LUBBOCK, TEXAS, PROJECT MANAGER

Schematic development, environmental documentation, public involvement, surveying, and alternatives analysis for approximately two miles of Loop 289 in Lubbock, Texas. The existing 4-lane freeway with cloverleaf ramps will be widened to 6 lanes with cloverleaf ramps, and the reconstruction of the cross street. Complex highway design will include the design of two bridges, retaining walls, drainage system, signing, pavement markings and illumination.

SH 199 AT WEST FORK TRINITY RIVER, FORT WORTH, TEXAS, PROJECT ENGINEER

PS&E design for a 4-lane section of roadway just north of downtown Fort Worth. Included were bridge deck rehabilitation, upgrade of guard fence and barrier rail to safety standards and placement of a gabion wall along the north abutment for erosion control.

SH 199 AT FORT WORTH NATURE CENTER, FORT WORTH, TEXAS, PROJECT ENGINEER

PS&E design for the expansion of an existing 4-lane divided freeway to a 6-lane controlled access highway in Fort Worth, Texas.

LAKE LEWISVILLE CORRIDOR PROJECT (SECTION 3), LAKE ELM, TEXAS, QA/QC MANAGER

Section 3 of the Lewisville Lake Corridor Project is located on Garza Lane between FM 720 and the Lewisville Lake Toll Bridge in the City of Lake Dallas. This section is approximately 2.1 miles long with four lanes and a continuous left-turn lane. Dannenbaum produced complete PS&E documents for the construction of this project. Included are topographic survey; geotechnical investigations; vertical alignment finalization; retaining walls; determining limits and location of required easements; cross drainage culverts; storm sewer system; traffic control plan; pavement markings; signalization; signing; storm water pollution prevention plan (SW3P); horizontal and vertical alignments for all cross streets; sight distance determination for driveways; recommendations for which driveways will remain open or closed; and coordination with adjacent proposed projects at both ends.

IH 20 FRONTAGE ROADS: FM 51/SH 171 TO FM 2552, WEATHERFORD, TEXAS, PROJECT MANAGER

- Dannenbaum provided schematic design, surveying, and final PS&E design for the IH 20 Frontage Roads, from SH 171/FM 51 to FM 2552 in Weatherford, Texas. This project consists of the construction of two frontage roads for approximately 1.67 miles on the north and south side of IH 20. Also included are the drainage analysis and design, retaining walls, ramp reversals, new ramps, signage, traffic control plan, side streets, bridge widening, new bridge location, and three u-turn bridges. The project also involves environmental documentation preparation that will include public involvement.

- The SH 171/FM 51 project consists of widening the roadway north and south of IH 20 from a three-lane section to a four-lane section with controlled left turn lanes with raised medians. These projects are approximately 0.8 miles in length north of IH 20 and 0.56 miles in length south of IH 20 and will consist of schematic design, surveying, roadway, PS&E (including drainage analysis and design), traffic control plan, roadway and retaining wall design, and signal design at intersections with current signals. The raised median on this section of roadway is to control the left turning movements into various businesses and side streets in order to minimize traffic congestion along this section of roadway. The project also includes environmental documentation preparation that will include public involvement.

- This project consists of the construction of IH 20 Frontage Roads from S. Bowie/Old Dennis Road to FM 1884. The project consists of schematic design, survey, environmental document preparation, drainage analysis and final PS&E for the two lane frontage roads on the north and south side of IH 20, including reversals of the existing ramps and a traffic control plan. Public involvement is included as part of the environmental process.

NORTH TARRANT PARKWAY/IH 35 WEST INTERCHANGE, FORT WORTH, TEXAS, PROJECT MANAGER

Preparation of construction plans and profile, drainage, bridge design and signals for frontage roads, entrance and exit ramps along the east and west side of IH 35 West. The bridge design involved the North Tarrant Parkway where it crosses over IH 35 West. The project also included the preparation of specifications, general notes and estimate for construction letting.

FM 1417, SHERMAN, TEXAS, PROJECT ENGINEER

Schematic design and environmental assessment for FM 1417 roadway widening, from US 75 to SH 11 and SH 56 to US 82. This project also included a new section of roadway between SH 11 and SH 56 that involved ROW acquisition. This project encompassed the advanced planning efforts for future PS&E development of this facility.

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KEITH A. FREDRICKSON

CONSTRUCTION MANAGER

Bachelor of Science in Civil Technology/Construction Management (1996)
University of Houston

Computer Software: Microstation; Primavera P3 and Expedition

Keith Fredrickson has 14 years of construction management experience, specializing in civil construction projects. His experience has included all aspects of project construction, staffing, scheduling (using Primavera P3 & P6), supply and material management, subcontractor coordination, safety and quality control, budget preparation, cost and revenue reporting and forecasting. Mr. Fredrickson has performed grade calculations, survey crew supervision, as-built drawing preparation, quantity take-offs, traffic control plans, soil analysis, formwork design, contract development, right-of-way acquisition, utility relocation coordination, and design plans and specifications in addition to reviewing projects to ensure resource allocation requirements.

FM 646: FM 517 TO IH 45, GALVESTON COUNTY, TEXAS, CONSTRUCTION MANAGER

Dannenbaum provided design and construction management services for the reconstruction of FM 646, from FM 517 to IH 45, which is partly in Galveston County, Texas. Reconstruction efforts involved converting 2-lane asphaltic concrete roadway to 4-lane concrete roadway with a center left-turn lane. Two bridges were reconstructed, the storm water system including storm water detention ponds and outfalls constructed, water and sanitary sewer lines relocated, and sidewalks added. In addition, three flashing signals with illumination were installed.

FM 646: IH 45 TO FM 1764, GALVESTON COUNTY, TEXAS, CONSTRUCTION MANAGER

This project consists of complete Program Management for the design and construction of the widening of FM 646 from IH 45 to FM 1764, from 2 lanes to 4 lanes divided. Included are bridges over Borden's Gully, Geissler Gully and Dickinson Bayou as well as grading, drainage, concrete pavement, raised and flush medians, utility relocation, traffic control, traffic signals, pavement markings and signage. As Construction Manager, Mr. Fredrickson provided coordination with environmental, property acquisition and utility relocation services. He prepared the construction contract administration manual, time determination schedules and construction cost estimates as well as provided assistance to project engineers on technical and constructability issues. Mr. Fredrickson provided input on value engineering possibilities and drafted the construction contract for the first of this two-phase project. He also prepared traffic control plans for the FM 646 project and alternative traffic control plans on other projects for this assignment.

HIGHWAY 6: SH 288 TO SH 35, BRAZORIA COUNTY, TEXAS, PROJECT ENGINEER

Grading, drainage, bridge and concrete pavement construction for Highway 6, from SH 288 to SH 35 in Brazoria County, Texas. As Project Engineer Mr. Fredrickson was responsible for project scheduling, subcontractor coordination, quantity take-offs and material acquisition. He also prepared required specification submittals, job cost and cost projection reports, pay estimates and change order proposals. He performed the soil analysis, formwork design, traffic control modifications and grade calculations for the project.

US 59 AT AIRPORT BOULEVARD, STAFFORD, TEXAS, PROJECT ENGINEER/ CONSTRUCTION MANAGER

Grading, drainage, main lane and frontage road concrete pavement, bridge, elevated ramp, traffic signal and HOV lane construction for US 59 at Airport Boulevard in Stafford, Texas. Mr. Fredrickson was responsible for project scheduling, subcontractor coordination, quantity take-offs and material acquisition. He prepared required specification submittals, job cost and cost projection reports, pay estimates and change order proposals. He performed the soil analysis, formwork design, traffic control modifications and grade calculations for the project.

US 59 AT TOWNSEND BOULEVARD, HUMBLE, TEXAS, PROJECT ENGINEER/ CONSTRUCTION MANAGER

This project consisted of US 59 frontage road, bridge, drainage and future Metro connector ramp construction. Mr. Fredrickson was responsible for project scheduling, subcontractor coordination, quantity take-offs and material acquisition. He prepared required specification submittals, job cost and cost projection reports, pay estimates, and change order proposals. Also performed was soil analysis, formwork design, traffic control modifications and grade calculations. The original design was for 2-phase bridge construction over US 59. Based on high traffic volumes on the overpass, Mr. Fredrickson prepared and submitted a VECP for single-phase bridge construction and a traffic control plan that was approved by TxDOT. The result was a reduced bridge cost and a 4 month reduction in construction time.

WOODLAND'S PARKWAY AT GROGAN'S MILL, THE WOODLANDS, TEXAS, PROJECT ENGINEER

This project consisted of road widening, drainage and bridge construction for Woodland's Parkway at Grogan's Mill in The Woodlands. Mr. Fredrickson was responsible for project scheduling, subcontractor coordination, quantity take-offs and material acquisition. He prepared required submittals, job cost and cost projection reports, pay estimates and change order proposals. In addition, Mr. Fredrickson performed soil analysis, formwork design, traffic control modifications and grade calculations for the project.

US 62/MONTANA AVENUE, EL PASO, TEXAS, PROJECT ENGINEER

Route and design studies, schematic design, environmental assessment, ROW determination, surveying, photogrammetry, utilities and public involvement for 3.5 km of a 6-lane divided strategic arterial. Additionally, this project included a grade separation at two major arterials (US 62 at Montana Avenue), and partial frontage roads to intersections as well as an at-grade railroad crossing. This project represented the advanced planning efforts for future PS&E development.

IH 820 & NORTH BEACH STREET INTERCHANGE, FORT WORTH, TEXAS, PROJECT ENGINEER

Schematic design and coordination, environmental assessment, bridge design and final PS&E development for the IH 820 and North Beach Street Interchange in Fort Worth, Texas.

US 82: KEMP BOULEVARD TO FAIRWAY BOULEVARD, WICHITA FALLS, TEXAS, DESIGN ENGINEER

This project consisted of updating the environmental documentation and preparation of complete PS&E for construction of main lanes and grade separations on US 82, from Kemp Boulevard to Fairway Boulevard in Wichita Falls, Texas.