



Transportation Conformity Report Form

Project Facility Name: United States (US) 67 at Lake Ridge Parkway

MPO Project IDs: 55014

Project CSJ Numbers: 0261-01-041

Project Limits

From: US 67

To: AT LAKE RIDGE PARKWAY

Project Sponsor: Texas Dept. of Transportation

Project Description¹: CONSTRUCT GRADE SEPARATION (PHASE 1)

Date of anticipated environmental decision/re-evaluation: 02/2021

Let Year: 10/2023

ETC² Year: 2027

Conformity Year³: 2028

Total Project Cost: 57,785,273

Adding Capacity? ☐ Yes ☒ No

Counties: Dallas

Project Classification: ☒ CE ☐ EA ☐ EIS ☐ Re-evaluation

Important Information

A determination of project-level conformity is not permanent. It is recommended that conformity be checked early and often in the project development process, but that this specific form be coordinated within 60 days of the anticipated environmental decision to avoid coordinating the form more than once. The following events would require a project's conformity determination to be reevaluated.

1. Changes to the project's design concept, scope, limit, funding, or estimated time of completion (ETC) year
2. Changes to the project's listing in the MTP, TIP, or STIP related to design concept, scope and limits; funding or ETC year
3. New conformity determinations on the applicable MTP, TIP, or STIP (even if it occurs after the FHWA/FTA project-level conformity determination has been made)

¹ Project description, project details, and other project information should include enough detail in order to make a determination of project consistency with the MTP, TIP, STIP, and corresponding transportation conformity determination.

² The ETC or estimated time of completion year is the date the entire project as described in the environmental review document will be open to traffic.

³ If this project is NOT considered regionally significant by the MPO, enter "N/A – non-regionally significant". In addition, note that the conformity year is sometimes referred to as the network year. When a MTP identifies a specific timeframe during which a project will be operational, the last year of that timeframe is the conformity year.



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In particular, if there is a planned MTP update/amendment and associated transportation conformity determination expected to be completed on or near the time of project approval, it is recommended that the project sponsor prepare this conformity determination after the plan update/amendment and associated transportation conformity determination is completed, if the update/amendment will affect the project as specified in item 1 above. Consult with ENV air specialist if further assistance is needed.

Instructions

Check the appropriate box for each question, using the most current information available, and be aware that the answers will dictate which questions must be answered for each specific project. Start with Step One, and follow the instructions included in each step, if any additional instructions are provided.

The information displayed between carets, <like this> represents a field that should be customized with project specific information. In the electronic file, these fields are highlighted in grey. Content prompts, like **Choose an item**, represent dropdown menus, which also must be customized with project specific information.

If the form requires the preparer to “STOP” because something is lacking, then it is recommended that the time it would take to make the necessary changes to the MTP, TIP, or project should be re-evaluated against the project’s proposed letting date (i.e., letting date may need to be adjusted).

Step 1: Is this a federal project with a federal lead other than FHWA/FTA?

- ☐ **Yes – STOP. Transportation conformity does not apply to the project, however, general conformity may apply.**

Consult the ENV air specialist regarding this project and potential general conformity requirements.

- ☒ **No – Continue to Step 2.**

Step 2: Is this a FHWA/FTA project⁴?

- ☒ **Yes – Proceed to Step 4.**
☐ **No – Continue to Step 3.**

Step 3: Is this project considered regionally significant⁵ in accordance with [40 CFR 93.101](#) or [30 TAC 114.260\(d\)\(2\)\(iv\)](#)?

- ☐ **Yes – Continue to Step 4.**
☐ **No – STOP. In accordance with 40 CFR 93.102(a)(2), a project level transportation conformity determination is not required for non-regionally significant, non-FHWA/FTA projects.**

⁴ Note that this includes projects which may not have federal funding but would otherwise require federal approval.

⁵ If a project is on the MPO’s NON-regionally significant project list, it is not regionally significant. Each MPO may have different criteria for designating a project as regionally significant.



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- Step 4:** Is the project located in a nonattainment or maintenance area⁶ for ozone⁷, nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter (PM_{2.5} or PM₁₀)?
- ☒ Yes – **Transportation conformity rules apply.** The project is located in the EPA designated Dallas-Fort Worth serious and marginal non-attainment⁸ area for 2008 NAAQS and 2015 ozone NAAQS, respectively. Continue to Step 5.
- ☐ No – **STOP. Transportation conformity does not apply to the project.**
- Step 5:** Is the project exempt⁹ from conformity in accordance with [40 CFR 93.126¹⁰](#) or [40 CFR 93.128¹¹](#)?
- ☐ Yes – **STOP. Transportation conformity does not apply to the project.** This project falls under the following exemption: *Choose an item.*
- ☒ No – Continue to Step 6.
- Step 6:** Is the project exempt from the regional conformity analysis in accordance with [40 CFR 93.127](#)?
- ☒ Yes – **The project is exempt from regional conformity requirements.** This project falls under the following exemption: *Interchange reconfiguration projects.* Proceed to Step 16.
- ☐ No – Continue to Step 7.
- Step 7:** Does the project fall within the boundaries¹² of an MPO?
- ☐ Yes – Proceed to Step 9.
- ☐ No – Continue to Step 8.

⁶ If unsure about the nonattainment or maintenance status, it can be checked in multiple locations, including: the [EPA Greenbook](#), the [TCEQ website](#), or the applicable table in the [Air Quality toolkit](#).

⁷ Note the 1997 ozone standard was revoked by EPA.

⁸ Area classifications can be either maintenance, marginal nonattainment, moderate nonattainment, serious nonattainment, severe nonattainment, or extreme nonattainment

⁹ Most added capacity projects will not be exempt, whereas most non-added capacity projects will be exempt.

¹⁰ Ultimately, the interpretation of what projects types meet these exemption criteria is under the purview of the federal lead agency. For example, although it could be interpreted to meet some of the exemption project types, a project changing from general purpose to managed lanes is NOT considered to be exempt from conformity.

¹¹ Grouped CSJ projects, by rule, must be exempt under these criteria.

¹² i.e., within a Metropolitan Planning Area (MPA)



Step 8: Is the project design concept, scope and limits, conformity analysis year, and funding consistent with an approved¹³ regional conformity analysis for an isolated rural area that meets the requirements of [40 CFR 93.109](#)?

☐ Yes – **The project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.** Proceed to Step 16.

☐ No – **STOP. The project is not consistent with a regional conformity determination for an isolated rural area. TxDOT will not take final action until the project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.**

Do not sign this form. Please ensure that the project is included in and consistent with an approved regional conformity determination then reevaluate the project using this form.

Step 9: Are all of the project phases¹⁴ for the entire project described in the environmental document included in the fiscally constrained portion of the MTP?

☐ Yes – Continue to Step 10.

☐ No – **STOP. The project was not included in the area's regional conformity determination, and, therefore, is not consistent with it.** The MTP needs to be amended to include this project and a new conformity determination needs to be made on the MTP before consistency can be determined for the project, or the project needs to be revised to be consistent with the existing MTP.

Consult with the district TP&D and MPO on how to proceed.

Step 10: Is at least one phase of the project beyond the NEPA study (corridor study) included in either the appropriate year of the conforming TIP¹⁵ or in Appendix D (if will not be let within the timeframe of the TIP)?

☐ Yes – Continue to Step 11.

☐ No – **STOP. The project is not included in the conforming TIP and is therefore not consistent with it.** At least one phase of the project must be added to the conforming TIP before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

¹³ The consultation partners are responsible for approving regional conformity analyses.

¹⁴ A project phase is a separate portion of a project such as: NEPA study, ROW acquisition, final design, construction, and/or partial construction.

¹⁵ In Texas, a conforming TIP is one that has been included into the STIP, so projects must be in the STIP in order to show that they come from a conforming TIP.



Step 11: Are the current project limits the same¹⁶ or do they fall within the project limits listed in the MTP and STIP?

☐ Yes – Continue to Step 12.

☐ No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

Step 12: Is the activity being proposed the same as that in the MTP and STIP project description in both type¹⁷ of facility and number¹⁸ of lanes?

☐ Yes – Continue to Step 13.

☐ No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

Step 13: Does the project's ETC year fall between its identified conformity year¹⁹ in the MTP and the previous conformity year identified in the MTP?

☐ Yes – Continue to Step 14.

☐ No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

☐ N/A – This project is non-regionally significant. Continue to Step 14.

Step 14: Is the estimated total project cost or the cost identified in the MTP greater than \$1,500,000?

☐ Yes – Proceed to Step 15.

☐ No – Fiscal constraint requirements do not apply. This project is consistent with the currently conforming MTP and TIP. Proceed to Step 16.

¹⁶ The limits are considered the same if the logical termini noted in the environmental document fall within the limits of the project noted in the MTP or the logical termini noted in the environmental document are not significantly greater (~1 mile) than the limits noted in the MTP due to transition areas for safety or other factors required to be considered when establishing logical termini for environmental document purposes.

¹⁷ The type of activity refers to the type of enhancement, such as: main lanes, frontage roads, HOV lanes, direct connectors, bridge replacement, etc...

¹⁸ The number refers to the amount of each activity type, such as: number of main lanes or number of frontage lanes.

¹⁹ For the purposes of this determination, the term conformity year is synonymous with the network analysis year for the MTP.



Step 15: Does the estimated project cost exceed what is contained in the MTP by more than 50%²⁰?

- ☐ Yes – **STOP. The project is not consistent with the MTP and TIP because it is not fiscally constrained.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined or a case-by-case decision will need to be made by FHWA.

Consult with the district TP&D and MPO on how to proceed.

- ☐ No – **This project is consistent with the currently conforming MTP and TIP.**
Continue to Step 16.

Step 16: Is the project located in either a CO, PM_{2.5}, or PM₁₀ nonattainment or maintenance area?²¹

- ☐ Yes – Continue to Step 17.

- ☒ No – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

Step 17: Is this a state or local project with NO federal funding and NO federal decision required?

- ☐ Yes – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

- ☐ No – **Hot-spot conformity requirements apply.** Request the local MPO to initiate a consultation call with the Consultation Partners.

Fill out the Hot-Spot Analysis Data for a Consultation Partner Decision Form to present the project data to the Consultation Partners for review prior to the consultation call.

Continue to Step 18.

Step 18: Did the consultation partners determine that this is a project of air quality concern (POAQC)?

- ☐ Yes – **A hot-spot analysis is required and must be approved by the consultation partners.**

Conduct a hot-spot analysis in accordance with the methodology approved by the consultation partners, and use the applicable [EPA hot-spot guidance](#).

Continue to Step 19.

- ☐ No – **A hot-spot analysis is not required because the project is not a POAQC. The consultation partners made this determination on <insert date>.**

Proceed to Step 21.

²⁰ Multiply the MTP cost by 1.5. The current estimated total project cost should not exceed this amount.

²¹ Note that this currently only applies to projects in El Paso.



Step 19: Does the approved hot-spot analysis verify that the project will not cause, contribute to, or worsen a violation of applicable CO, PM_{2.5}, or PM₁₀ NAAQS or that the project will at least improve conditions from that of the no-build alternative?

- ☐ Yes – **The project is not anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.** Continue to Step 20.
- ☐ No – **STOP. The project, as it is currently presented, does not comply with conformity requirements because it is anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.**

Identify and get consultation partner agreement upon mitigation measures to offset project impacts to air quality. Reevaluate this project using this form once these mitigation measures have been identified and committed to.

Step 20: Have all the agreed upon mitigation measures as well as any applicable SIP control measures received a written commitment?

- ☐ Yes – Continue to Step 21.
- ☐ No – **STOP.**
- Do not proceed until there are written commitments to implement all the agreed upon mitigation measures and any applicable SIP control measures. Reevaluate this project using this form once these commitments have been made in writing.*
- ☐ N/A because no mitigation is required and there are no applicable SIP control measures which affect this project, Continue to Step 21.

Step 21: The transportation conformity evaluation is complete.

Attach applicable pages of the MTP and TIP, or the STIP, project schematics, typical sections, hot-spot analyses and determinations, and any conformity related public comment and response. Implement the following processing instructions as applicable.

- ☐ This is a regionally significant State-only project with no FHWA/FTA action required (the answer to Steps 3 is yes); therefore:

Submit this form to the ENV air specialist. If ENV concurs that all project level conformity requirements have been met, ENV shall sign the form below. Coordination with FHWA/FTA is not required.

Retain this form in the project file.

- ☐ This is a FHWA/FTA non-exempt project (the answer to Steps 2 and 4 is yes, and the answer to Steps 5 and 6 is no); therefore:

Submit this form to the ENV air specialist. After ENV air specialist review, ENV will coordinate this form with FHWA/FTA for a project level conformity determination. If FHWA/FTA agrees that all project level conformity requirements have been met, they shall sign the project level conformity determination line below. A project level conformity determination is not complete and project clearance cannot be given until FHWA/FTA signs this form.

Retain this form and any coordination with FHWA/FTA in the project file.



Transportation Conformity Report Form

TxDOT ENV Transportation Conformity Validation Complete:

Project CSJ Numbers: 0261-01-041

Signature Sandra Williams

Name: Sandra Williams

Title: Environmental Program Manager

Date: 11-04-2020

FHWA/FTA Determination of the Project-level Conformity:

Signature _____

Name: _____

Title: _____

Date: _____

From: [Mitzi Ward](#)
To: [Tim Wright](#)
Cc: [Dan Perge](#); [Sandra Williams](#); [Vivek Thimmavajjala](#)
Subject: RE: 0261-01-041 US 67 at Lake Ridge Pkwy CFRF w attachments_1st Draft_05-14-20 - FOR YOUR REVIEW
Date: Friday, May 15, 2020 10:08:37 AM

Tim,

Grade separation projects are exempt from regional emissions analyses requirements under 93.127 and hot-spots do not apply.

Mitzi Ward | Principal Transportation Planner

North Central Texas Council of Governments

616 Six Flags Drive | Arlington, Texas 76011

Ext: 7272 | 817.695.9272

From: Tim Wright <Tim.P.Wright@txdot.gov>
Sent: Friday, May 15, 2020 8:47 AM
To: Mitzi Ward <MWard@nctcog.org>
Cc: Dan Perge <Dan.Perge@TxDOT.gov>; Sandra Williams <Sandra.Williams2@txdot.gov>
Subject: FW: 0261-01-041 US 67 at Lake Ridge Pkwy CFRF w attachments_1st Draft_05-14-20 - FOR YOUR REVIEW
Importance: High

Good Morning Mitzi,

Take a look at Tim Wood's email to Sandra below. Can you send us documentation that this grade separation is exempt under 93.127?

Thanks,

Tim Wright, SIT

Environmental Specialist

Texas Dept. of Transportation

4777 E. US Highway 80

Mesquite, TX 75150

Office 214-319-6477

[ARCGIS](#)

From: Sandra Williams
Sent: Friday, May 15, 2020 8:33 AM
To: Tim Wright <Tim.P.Wright@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: FW: 0261-01-041 US 67 at Lake Ridge Pkwy CFRF w attachments_1st Draft_05-14-20 - FOR YOUR REVIEW
Importance: High

Tim and Dan,

I sent in the conformity form for US 67 at Lake Ridge Pkwy to Tim to review. Please see Tim's email below on what steps to take for 0549-03-021 etc SH121-PublicHearingSummary_FINAL_10-24-17 (conformity).

Tim can you get Mitzi to send us an email that this grade-separation is exempt under 93.127 so I can upload to ECOS documentation from NCTCOG as supporting information.
Or do you want me to send the email requesting this from Mitzi?

Sandra Williams
Environmental Program Manager
Dallas District- DAL-ENV

Office Address:
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
Office: (214) 320-6686
Fax: (214) 320-4470
Email Address: Sandra.williams2@txdot.gov

From: Tim Wood
Sent: Friday, May 15, 2020 8:22 AM
To: Sandra Williams <Sandra.Williams2@txdot.gov>
Subject: RE: 0549-03-021 etc SH121-PublicHearingSummary_FINAL_10-24-17w attachments_1st Draft_05-14-20 - FOR YOUR REVIEW

If this is just a grade separation that NCTCOG says **is exempt under 93.127 and hot-spots do not apply**, then you should just be able to document that on the WPD-II screen w/o a conformity report form. Recommend updating the WPD-II screen, recommend revising the conformity report form to show that it is exempt under 93.127 (step 6), and attach the documentation from NCTCOG as supporting information.

Thanks.

Tim Wood
TxDOT ENV
512-416-2659

From: Sandra Williams
Sent: Thursday, May 14, 2020 12:35 PM
To: Tim Wood <Tim.Wood@txdot.gov>
Subject: 0261-01-041 US 67 at Lake Ridge Pkwy CFRF w attachments_1st Draft_05-14-20 - FOR YOUR REVIEW

Good Afternoon Tim,
Please see attached for your review the 0261-01-041 US 67 at Lake Ridge Pkwy CFRF w

attachments_1st Draft_05-14-20 for your review.

Please know that we were advised by NCTCOG that this grade separation project is exempt from regional emissions analysis requirements per the regulations specified below. Please advise.

Thanks!

In accordance with federal guidelines in Section 93.127, of Title 40 CFR, the proposed project, an interchange reconfiguration project, is exempt from the project level conformity requirement to be included in the regional emissions analysis.

§ 93.127 [Projects](#) exempt from regional emissions analyses.

Notwithstanding the other requirements of this subpart, highway and [transit projects](#) of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these [projects](#) with respect to CO concentrations must be considered to determine if a [hot-spot analysis](#) is required prior to making a [project-level conformity determination](#). The local effects of [projects](#) with respect to PM10 and PM2.5 concentrations must be considered and a [hot-spot analysis](#) performed prior to making a [project-level conformity determination](#), if a [project](#) in Table 3 also meets the criteria in [§ 93.123\(b\)\(1\)](#). These [projects](#) may then proceed to the [project development process](#) even in the absence of a conforming [transportation plan](#) and [TIP](#). A particular action of the type listed in Table 3 of this section is not exempt from regional emissions analysis if the [MPO](#) in consultation with other agencies (see [§ 93.105\(c\)\(1\)\(iii\)](#)), the [EPA](#), and the [FHWA](#) (in the case of a highway project) or the [FTA](#) (in the case of a [transit](#) project) concur that it has potential regional impacts for any reason. Table 3 follows:

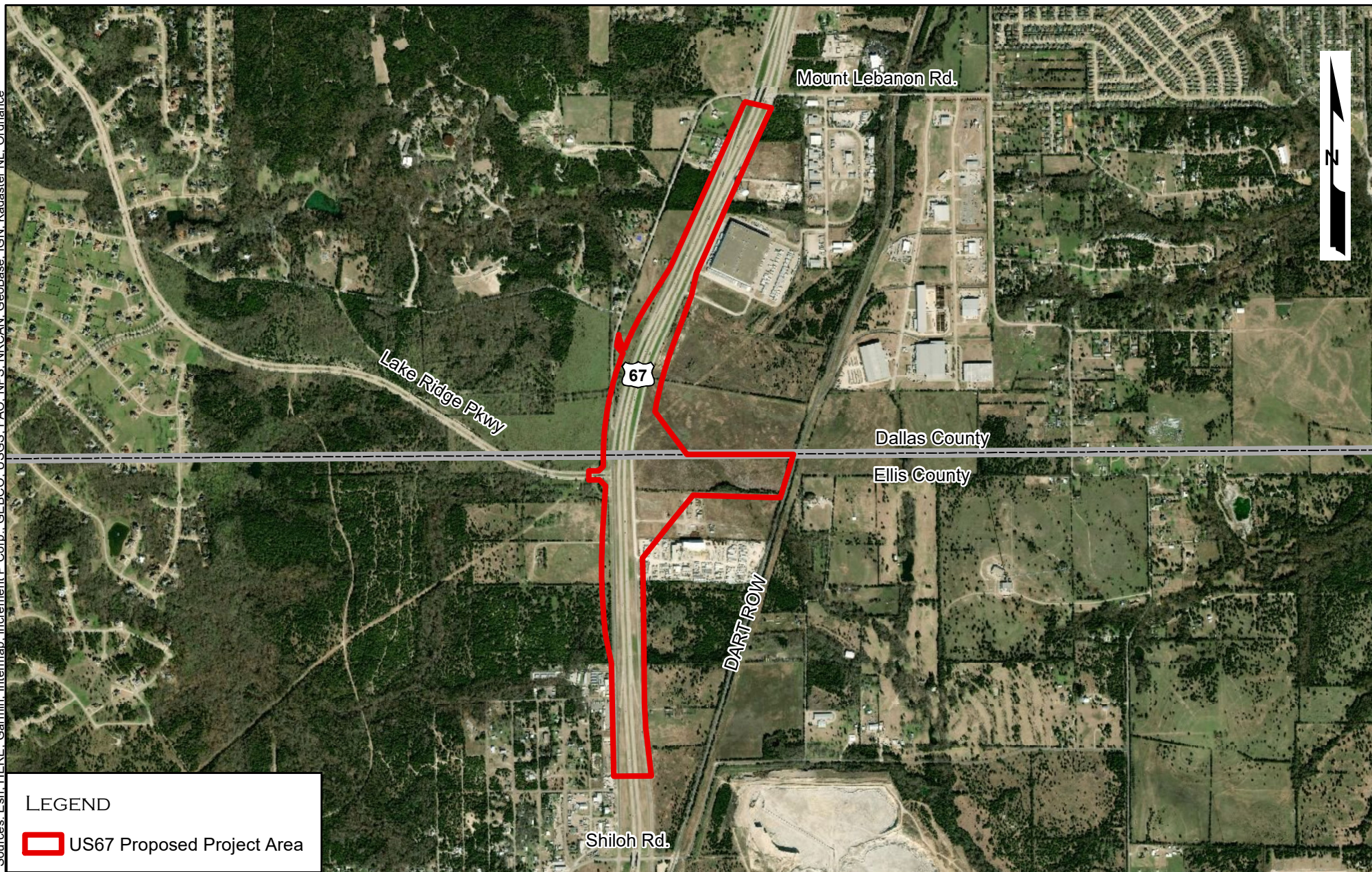
TABLE 3 - PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

Sandra Williams
Environmental Program Manager
Dallas District- DAL-ENV


Office Address:
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
Office: (214) 320-6686
Fax: (214) 320-4470
Email Address: Sandra.williams2@txdot.gov

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance



LEGEND

 US67 Proposed Project Area

0 1,800 3,600
 Feet

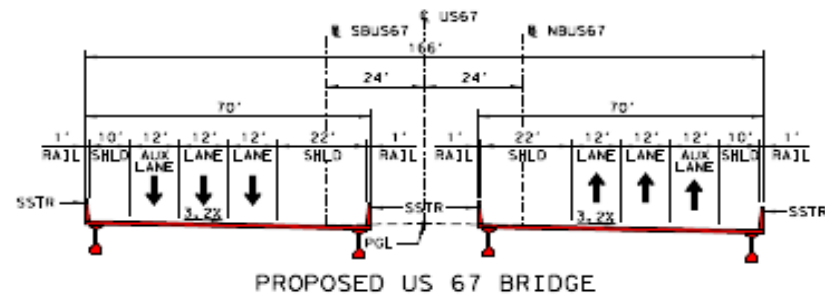
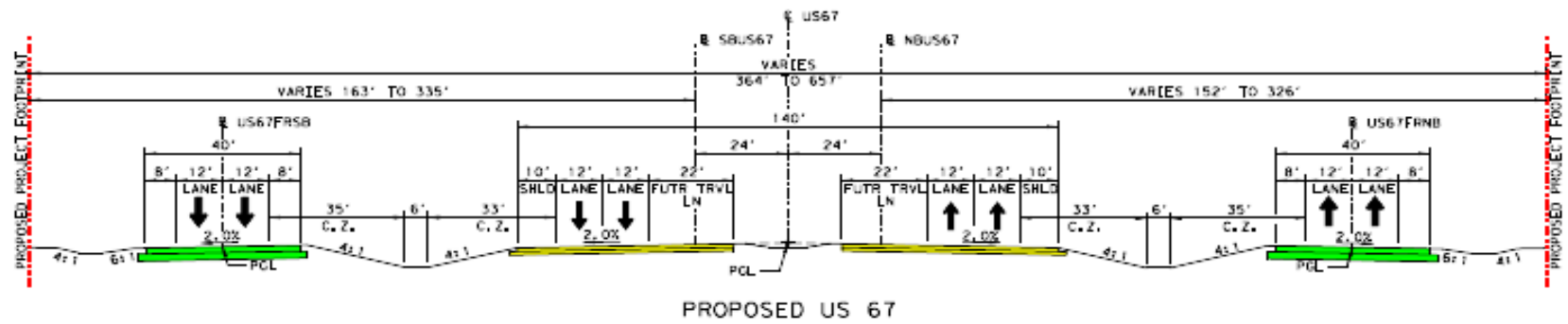
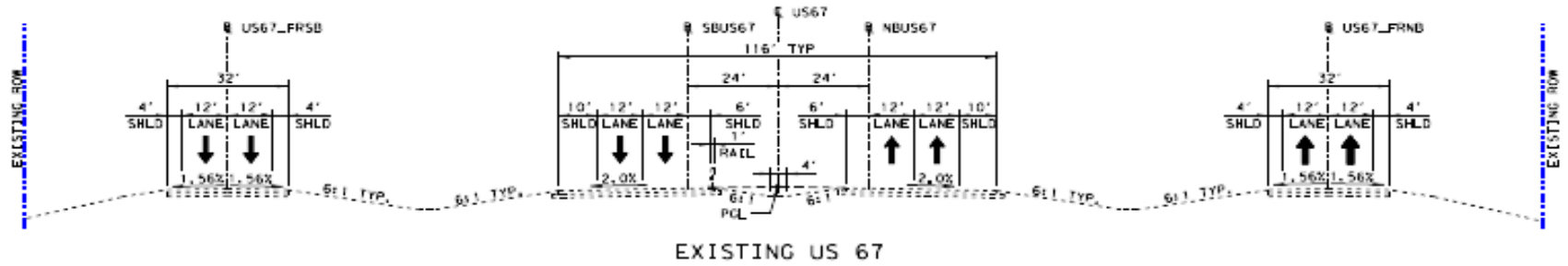
US 67: AT LAKERIDGE PARKWAY / CSJ: 0261-01-041
PROPOSED PROJECT LOCATION MAP



FIGURE 1

DALLAS & ELLIS COUNTIES, TEXAS

SEPT 2019





Logged in as Sandra Williams

[Log Out](#)[Project Management](#)[Reports](#)[Support](#)Project Management > [Area List](#) > [STIPs \(M-NCTCOG\)](#) > [Revisions \(\)](#) > [TIP Instances \(Unassigned\)](#) > [Highway Projects \(Unassigned\)](#) > Project DetailsColor Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy[Data](#)Statewide ☐TIP Revision Phase ☐ Construction

Total Project Cost Information

District County ☒ EngineeringPrelim Engineering MPO Highway ☐ EnvironmentalROW Purchase ☒ EngineeringConstruction Cost CSJ - - TIP FY ☒ Right-of-WayConst Engineering ☒ AcquisitionContingencies ☐ UtilitiesIndirect Costs ☐ TransferBond Financing Revision Date NOX /D: Potential Chg Ord Project Sponsor VOC /D: Total Project Cost MPO Proj Number PM10 /D: YOE Cost MTP Reference PM2.5 /D: Toll ☐City CO /D: TCM ☐Limits From Limits To Project Description P7 Remarks Project History

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
SW PE <input type="text" value="SW PE"/>	\$0	\$100,000	\$0	\$0	\$0	\$100,000
SW ROW <input type="text" value="SW ROW"/>	\$4,480,000	\$560,000	\$0	\$560,000	\$0	\$5,600,000
Total	\$4,480,000	\$660,000	\$0.00	\$560,000	\$0.00	\$5,700,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	ELLIS	0261-01-041	2021	US 67	E,ENG,R,ACQ	CEDAR HILL	\$ 5,700,000	
LIMITS FROM: AT LAKE RIDGE PARKWAY				PROJECT SPONSOR: TXDOT-DALLAS					
LIMITS TO:				REVISION DATE: 02/2020					
PROJECT DESCR: CONSTRUCT GRADE SEPARATION (PHASE 1)				MPO PROJ NUM: 55014					
REMARKS P7: ADVANCE ENGINEERING AND ROW PHASES AND ADD TO THE 2019-2022 TIP/STIP				FUNDING CAT(S): SW PE,SW ROW					
PROJECT HISTORY: 10 YEAR PLAN PROJECT									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	3,605,163	COST OF APPROVED PHASES \$ 5,700,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	5,600,000		SW ROW	\$ 4,480,000	\$ 560,000	\$ 0	\$ 560,000	\$ 0	\$ 5,600,000
CONST COST: \$	45,115,258		SW PE	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 100,000
CONST ENG: \$	2,115,906		TOTAL	\$ 4,480,000	\$ 660,000	\$ 0	\$ 560,000	\$ 0	\$ 5,700,000
CONTING: \$	1,348,946								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	57,785,273								

TIP History

2019-2022 STIP		02/2020 Revision: Approved 04/20/2020						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST
DALLAS	NCTCOG	ELLIS	0261-01-041	2021	US 67	E,ENG,R,ACO	CEDAR HILL	\$ 5,700,000
LIMITS FROM: AT LAKE RIDGE PARKWAY							PROJECT SPONSOR: TXDOT-DALLAS	
LIMITS TO:							REVISION DATE: 02/2020	
PROJECT: CONSTRUCT GRADE SEPARATION (PHASE 1)							MPO PROJ NUM: 55014	
DESCR:							FUNDING CAT(S): SW PE,SW ROW	
REMARKS P7: ADVANCE ENGINEERING AND ROW PHASES AND ADD TO THE 2019-2022 TIP/STIP					PROJECT HISTORY: 10 YEAR PLAN PROJECT			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	3,605,163	COST OF APPROVED PHASES \$ 5,700,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC
ROW PURCH: \$	5,600,000		SW PE	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0
CONST COST: \$	45,115,258		SW	\$ 4,480,000	\$ 560,000	\$ 0	\$ 560,000	\$ 0
CONST ENG: \$	2,115,906		ROW					
CONTING: \$	1,348,946		TOTAL	\$ 4,480,000	\$ 660,000	\$ 0	\$ 560,000	\$ 0
INDIRECT: \$	0							
BOND FIN: \$	0							
POT CHG ORD: \$	0							
TOTAL COST: \$	57,785,273							

Comment History

Time	User	Comment	Related Approval
2020/03/18 08:55:59	Barbara Maley	Approved. Additional explanation provided by NCTCOG KBunkley as uploaded on March 25 2020.	02/2020: Approved

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
NCTCOG MPO - HIGHWAY PROJECTS
FY 2021

2019-2022 STIP		02/2020 Revision: Approved 04/20/2020							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	KAUFMAN	2588-01-022	2021	FM 548	E,ENG,R,ACQ	FORNEY	\$ 12,500,000	
LIMITS FROM NORTH OF US 80						PROJECT SPONSOR TXDOT-DALLAS			
LIMITS TO WINDMILL FARMS BLVD						REVISION DATE 02/2020			
PROJECT WIDEN AND RECONSTRUCT 2 LANE RURAL TO 6 LANE DIVIDED URBAN						MPO PROJ NUM 55111.2			
DESCR						FUNDING CAT(S) SW PE,SW ROW			
REMARKS SPLIT FROM TIP 55111/CSJ 2588-01-017; ADD PROJECT T				PROJECT 10 YEAR PLAN PROJECT					
P7 O THE 2019-2022 TIP/STIP				HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	2,500,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	10,000,000		SW PE	\$ 0	\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 2,500,000
CONSTR \$	49,551,204		SW ROW	\$ 8,000,000	\$ 1,000,000	\$ 0	\$ 1,000,000	\$ 0	\$ 10,000,000
CONST ENG \$	2,432,964		TOTAL	\$ 8,000,000	\$ 3,500,000	\$ 0	\$ 1,000,000	\$ 0	\$ 12,500,000
CONTING \$	1,119,857								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	65,604,025								

2019-2022 STIP		02/2020 Revision: Approved 04/20/2020							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	COLLIN	0549-03-028	2021	SH 121	E,ENG	BLUE RIDGE	\$ 900,000	
LIMITS FROM SOUTH OF SH 160						PROJECT SPONSOR TXDOT-DALLAS			
LIMITS TO NORTH OF SH 160						REVISION DATE 02/2020			
PROJECT RECONSTRUCT AND WIDEN FROM TWO LANE TO FOUR LANE RURAL DIVIDED						MPO PROJ NUM 55102			
DESCR						FUNDING CAT(S) SW PE			
REMARKS ADVANCE ENGINEERING PHASE AND ADD PROJECT TO THE 20				PROJECT ROW PURCHASED UNDER CSJ 0549-03-025; RELATED TO TIP 20076					
P7 19-2022 TIP/STIP				HISTORY /CSJ 0549-03-021					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	900,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		SW PE	\$ 0	\$ 900,000	\$ 0	\$ 0	\$ 0	\$ 900,000
CONSTR \$	18,461,731		TOTAL	\$ 0	\$ 900,000	\$ 0	\$ 0	\$ 0	\$ 900,000
CONST ENG \$	824,562								
CONTING \$	330,822								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	20,517,115								

2019-2022 STIP		02/2020 Revision: Approved 04/20/2020							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	ELLIS	0261-01-041	2021	US 67	E,ENG,R,ACQ	CEDAR HILL	\$ 5,700,000	
LIMITS FROM AT LAKE RIDGE PARKWAY						PROJECT SPONSOR TXDOT-DALLAS			
LIMITS TO						REVISION DATE 02/2020			
PROJECT CONSTRUCT GRADE SEPARATION (PHASE 1)						MPO PROJ NUM 55014			
DESCR						FUNDING CAT(S) SW PE,SW ROW			
REMARKS ADVANCE ENGINEERING AND ROW PHASES AND ADD TO THE 2				PROJECT 10 YEAR PLAN PROJECT					
P7 019-2022 TIP/STIP				HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	3,605,163	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	5,600,000		SW PE	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 100,000
CONSTR \$	45,115,258		SW ROW	\$ 4,480,000	\$ 560,000	\$ 0	\$ 560,000	\$ 0	\$ 5,600,000
CONST ENG \$	2,115,906		TOTAL	\$ 4,480,000	\$ 660,000	\$ 0	\$ 560,000	\$ 0	\$ 5,700,000
CONTING \$	1,348,946								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	57,785,273								