

# The Connector

Connecting Dallas County Public Works with its Utility Partners

Volume 9 Fall 2016

## Our Mission

To improve the quality of life of our customers by effectively delivering transportation projects, supporting County Road & Dridge Districts, and providing property management services.

## Essentials of Partnering

Trust  
Commitment  
Shared vision

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## Best Practices for Partnering in Utility Coordination and Project Delivery

It is my pleasure to release the Fall 2016 edition of **The Connector**, the newly-named Dallas County Public Works Department Annual Utility Newsletter. This year's edition features projects in the County's Major Capital Improvements Program (MCIP) that have unique relationships with the utility companies that share our roadway and street corridors.

Several years ago, Public Works decided its primary objective was to be a Project Delivery Team. We developed five goals to guide our pursuit of that objective:

- Revolutionize Effectiveness
- Leverage Technology
- Revitalize Partnerships
- Prepare for the Future
- Invest in People

This year's newsletter, the theme of which is **Best Practices for Partnering in Utility Coordination and Project Delivery**, will emphasize the goals *Revolutionize Effectiveness* and *Revitalize Partnerships*. We are showcasing projects that exemplify the **Best Practices** in utility coordination, the result of which was expedient delivery.

In the time since we defined

our primary objective, we have seen results that affirmed what we were seeking - a better understanding of how we can sustain a mutually beneficial existence with our utility partners. This coexistence must fully serve the public customers that we share, yet be economically viable and generate the Business Unit Investment benefits that will guarantee sustainability,

In recent years, the Dallas County Public Works Department has ventured into uncharted territory - the planning, design, and construction of water and sanitary sewer

*The projects in which Dallas County and its utility partners participate share one easily-identifiable commonality: the concept of partnership.*

projects. As we continued to examine our broad-based reason to exist, we realized that our varied ventures (transportation and public utility projects) have a direct correlation with economic development. In order for Dallas County to venture into this public utility environment, legislation was enacted that permitted counties to expend resources in the installation of utility infrastructures.



Alberta Blair, P. E., Director  
Dallas County Public Works

The projects in which Dallas County and its utility partners participate share one easily-identifiable commonality: the concept of **partnership**. None of us can conduct our daily functions in isolation. To maximize our effectiveness, we must find ways to get along; to understand and communicate each other's needs, and share the relational adjustments that will sustain our existence within the spaces we share.

In our never-ending quest to *Revitalize Partnerships*, our challenge is to more earnestly seek to understand each other's needs:

- to *trust* that each stakeholder has a right to exist,

*Best Practices, Page Two*

## Best Practices (continued from Page One)

- and for the services each provides to our common customers, the people in our communities,
- to *commit* to offer information, assistance, and help,
  - to have a *shared vision* to be the very best we can be: responsive when called upon by other stakeholders, reliable stewards of our fiscal and fiduciary, and the best providers of transportation and utility services, all with a keen respect of the natural resources that sustain us.

The MCIP projects featured in this newsletter were selected by our Project Managers as demonstrating a broad spectrum of the Best Practices that led to successful and expeditious project delivery, while maintaining high value and quality. The measuring stick included the following:

- Demonstrated evidence of Interagency Cooperation and Integration (ICI),
- Reliable communication and coordination of historical data and as-built information,
- Responsiveness to other Stakeholders, and commitments to honor and protect project schedules,
- Understanding and adjusting processes to expedite delivery of the project,
- Going the “extra mile,” and displaying extraordinary care to assist the County in fulfilling its mission.

Additionally, I want to emphasize that our projects are completed in a regional partnership approach. No one entity can accomplish the work necessary to carry projects through completion without the intense partnerships needed to collaborate these efforts. Projects such as Walnut Hill Lane and Harry Hines Pedestrian Bridge provide opportunities to align both vehicles and pedestrians to DART and the soccer complex in the Northwest Quadrant of Dallas.

We wish to thank each partner agency and utility company for assisting Dallas County in achieving another successful year in utility coordination and project delivery. Once again, we have proven that partnering works when all stakeholders recognize that success comes from voluntarily deciding to *Trust*, and *Commit* to doing everything they can to help Dallas County deliver a project to completion – the *Shared Vision*.

## Walnut Hill Lane Project Provides Gateway to Major Soccer Facility

The Walnut Hill Lane paving, drainage and utility improvement project, located in northwest Dallas, is a textbook model for planning a road so that it effectively fits into the context of the environment in which it exists.

This \$8M project is possible because of a longstanding collaborative relationship between Dallas County and the City of Dallas. The project is funded on an equal cost share basis by the two entities.

The section of Walnut Hill Lane designated for improvement starts at Malibu Drive and continues west for



one-half mile. The expanded road will greatly enhance access to the 120-acre MoneyGram Park, a \$30M soccer complex owned by the City of Dallas and operated by FC Dallas soccer club. The soccer park hosts a number of soccer tournaments throughout the year, including the marquee event, the Dr. Pepper Dallas Cup, an international youth tournament that takes place each spring.

The project was originally envisioned to extend Walnut Hill Lane from Malibu Drive one mile west to connect to Luna Road. Project development efforts began in 2007 with a conceptual design study. The study revealed that a large part of the project area was previously used as an unregulated dump. The extent of remediation necessary to overcome the site's use as a dump, combined with other constraints, such as floodplain considerations, wetlands mitigation and a bridge that would be required to span the BNSF Railroad right of way,

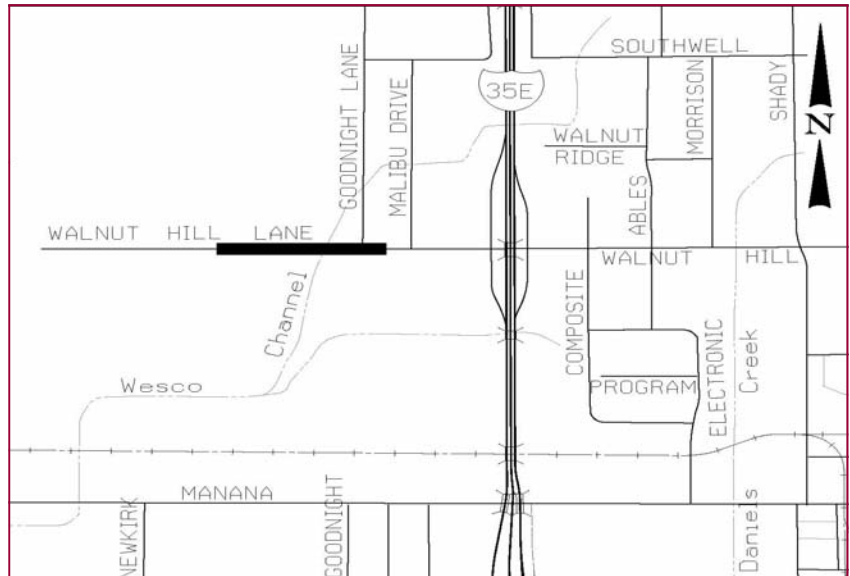


Tony Irvin P.E.  
Sr. Project Manager

made the original plan for Walnut Hill Lane cost-prohibitive.

County and City staff worked diligently to develop an alternate plan for the road that could be implemented within the allocated budget. Recognizing the need for improved access to the soccer complex, which was also in development during the Walnut Hill Lane study, the project scope was reduced and the focus shifted to unifying the new road with the park development context, while incorporating practical, affordable design elements that would yield longer-term preservation of the capital investment given the challenging environmental constraints.

The project also plays a key role in regional multimodal mobility. A 12-foot wide trail is included on the north side of Walnut Hill Lane. This portion of trail is part of a larger trail network master plan that will ultimately connect the



Walnut Hill Lane Project



MoneyGram Park in northwest Dallas to the segment of White Rock Creek Trail that crosses U.S. 75 (Central Expressway) near the Forest Lane interchange.

Franchise utility conflicts were limited on this project, though the relocation work performed by Oncor and Atmos Energy was vital to advancing the project into construction.

Engineering, property acquisition and utility relocation efforts were completed in late 2013. North Texas Contracting, a contractor based out of Keller, Texas, was awarded the construction contract in February 2014, and construction began in September 2014. Project construction is 95 percent complete, with closeout expected by the end of 2016.

## Pedestrian Bridge over Harry Hines Boulevard

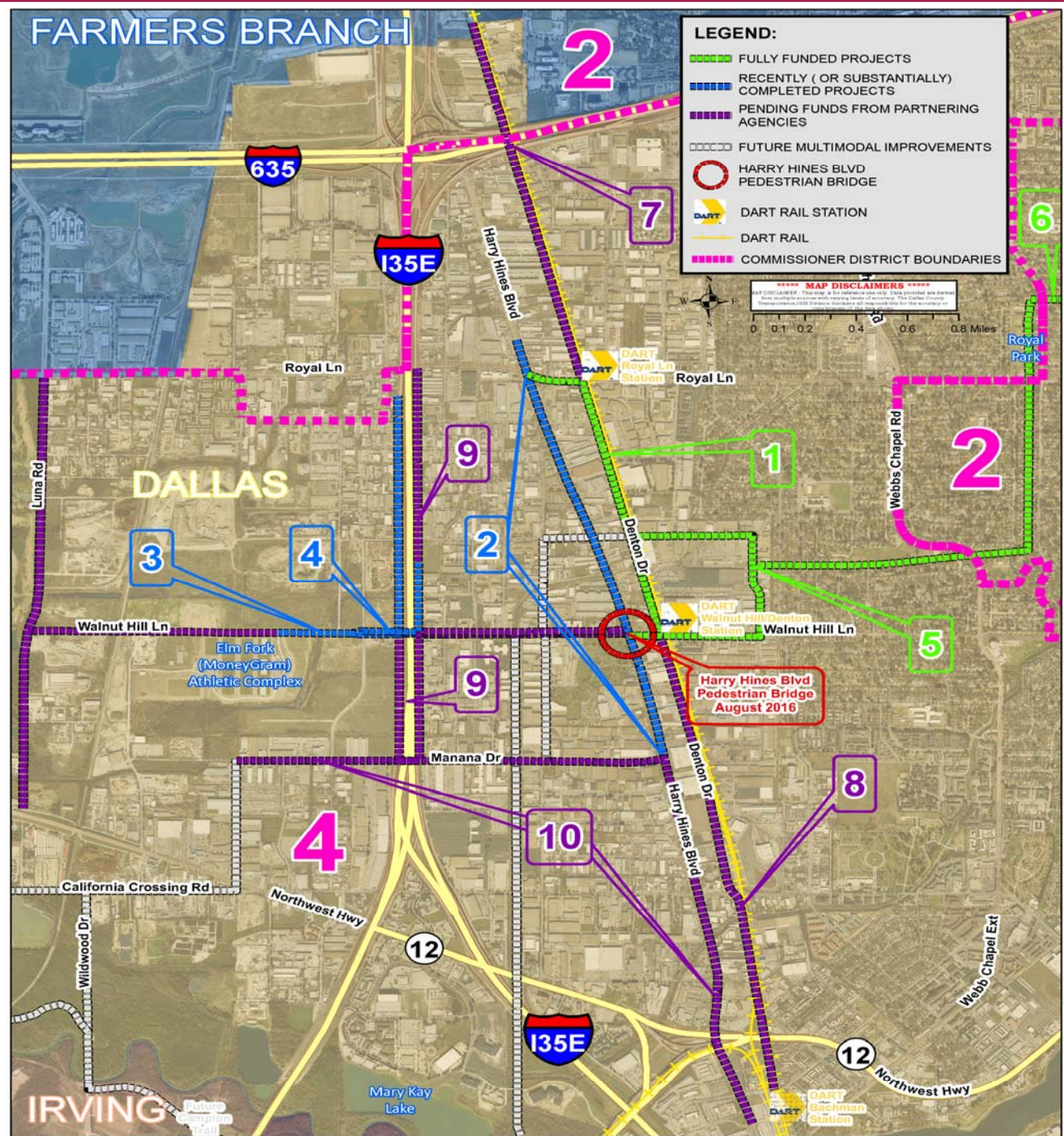
This project is an important part of a series of projects planned for the City of Dallas' vital Asian Trade District. Dallas County, together with the City of Dallas, the Greater Dallas Asian American Chamber of Commerce (GDAACC) (the area's major stakeholder), and other interested parties, appreciate the vision of a gateway to the Asian Trade District.

Over the years, Dallas County has been coordinating the following multi-modal and sidewalk projects near the Harry Hines Pedestrian Bridge with the City of Dallas, DART, TxDOT, and GDAACC:

- Walnut Hill Lane, from Elm Fork Athletic Complex to I-35, estimated to be completed in Fall, 2016. It includes a pedestrian facilities extension along the north side of Walnut Hill Lane to the east side of the I-35E frontage road. The City of Dallas' sidewalk replacement program plans to build a sidewalk on the north side between Harry Hines Boulevard and the I-35E north frontage road;



Tushar Solanki, P.E.  
Sr. Project Manager



Northwest Interagency Transportation Alliance Projects				
NWITA Projects				
	Projects	Limits	Total Cost	Estimated Completion Date
1	Denton Drive Phase I	Walnut Hill Ln to Royal Ln	\$13,500,000	2018
2	Harry Hines Pedestrian Improvements	Manana Dr to Royal Ln	\$6,400,000	2016
3	Walnut Hill Lane Phase I	Malibu Dr to MoneyGram Soccer Park at Elm Fork	\$7,740,000	2016
4	Walnut Hill Lane Underpass & Sidewalk Improvements	Malibu Dr to east side of I-35E Frontage Rd	\$750,000	2016
5 & 6	Northaven Trail Phase 2B & 2C	Denton Dr to Cinderella Ln	\$5,040,000	2018
7 & 8	Denton Drive Phase 2   3	Webb Chapel Connection to Walnut Hill Ln   Royal Ln to north city limit	\$22,500,000	2022
9	*I-35E Frontage Road Improvements	Manana Dr to Royal Ln	\$14,000,000	*2019
10	Manana Drive / Harry Hines Boulevard Pedestrian Improvement	DART Bachman Station to Newkirk St	\$6,000,000	2022

\*Applied for TIGER Grant in April 2016, if approved

## Harry Hines (continued from Page Three)

- Denton Drive, from south of Walnut Hill Lane to north of Royal Lane, is estimated to begin construction in Spring, 2017. It will include hike and bike facilities between the DART LRT stations at Walnut Hill Lane and Royal Lane. Phase I improvements include enhanced sidewalk improvements along Royal Lane and Walnut Hill Lane between Harry Hines Boulevard and Denton Drive;
- I-35E Frontage Road, from Manana Drive to Royal Lane, is in design and will include hike and bike facilities;
- Northhaven Trail Project, from DART's Walnut Hill/Denton Lane Station to Preston Road (within an Oncor corridor and Northhaven Trail), will connect to the Walnut Hill Lane DART station;
- Manana Drive sidewalk project from DART's Bachman Station to Goodnight Lane.

These projects are being funded by multiple agencies and on different time lines. However, the agencies are working together to ensure the successful delivery of these projects, and to achieve regional connectivity within the City of Dallas and neighborhoods within Dallas County.

When the Federal Transit Administration (FTA) approved a \$700M grant for DART's northwest and southeast LRT corridor expansion in 2006, DART anticipated completing its Green line parallel to Denton/Harry Hines in 2010. According to a Conceptual Future Land use study done by GDAACC within the Asian Trade District, areas adjacent to DART LRT stations historically generate more pedestrian activity than anticipated. DART saw a need for hike and bike facility improvements around its LRT stations, and met with stakeholders FHWA, TxDOT, NCTCOG, NTTA, GDAACC, local governments (Dallas County, City of Dallas, Farmers Branch, Carrollton), and the Dallas County Citizens Advisory Committee to discuss multi-modal improvements that would improve the quality of life for citizens within the northwest region of the County.

Since Harry Hines is adjacent to DART stations, the stakeholders discussed providing safer pedestrian facilities along and across Harry Hines. Harry Hines is a multi-lane state highway, and average posted speed limits of 40-45 mph make it difficult for pedestrians to cross within the allotted signal time.

Dallas County, in partnership with the City of Dallas, studied many bridge alignment options within TxDOT's right-of-way at the northwest and northeast corners of Walnut Hill Lane and Harry Hines Boulevard. Although the project did not require additional ROW, Dallas County's project team spent considerable time reviewing pedestrian bridge options and coordinating with nearby property owners before selecting a design.

Dallas County, wanting to take a proactive approach in developing a safe pedestrian crossing, approved the pedestrian bridge alignment. Funding was provided by Dallas County, the City of Dallas, and TxDOT. The bridge is considered to be a gateway for the Asian Trade District, which will eventually connect future urbanized Transit Oriented Development between DART LRT stations, and ultimately provide access to and from MoneyGram Soccer Park at Elm Fork on the west side of I-35 along Walnut Hill Lane.

## Sachse Road Project

### A Developing Story of Road Improvement through Partnering



Dennis Abraham, P.E.  
Project Manager

The Sachse Road Project will have four-phases, and will improve a major artery that passes through the heart of the City of Sachse. Sachse Road spans a rural and semi urban area that is transitioning to a more urban setting. The limits for Phase I consist of an approximate .8 mile stretch from US Highway 78 to Miles Road; future segments will extend the improvements to the Dallas County boundary.

The keys to any urban road layout are to first identify the needs which are to be satisfied by the planned road, then address the different elements needed to make that road a success. The elements of the Sachse Road transition included changing an existing two-lane road to a four-lane, median-divided road that would

## Sachse Road (continued from Page Five)



be safe, move traffic, be walk-able and bike-able, and be aesthetically pleasing so as to reju-venate the area for people to use. Additionally, the road would improve drainage and have new or upgraded utilities. The safety elements incorporated into the project include the latest traffic technology at traffic signals, a modern roundabout at 5<sup>th</sup> Street, turn lanes at intersections, and ADA-compliant improvements for pedestrians.

To accommodate the road transition, the City of Sachse and Dallas County have partnered financially and organizationally. Meetings and public workshops were held with citizens, Sachse's city council, planning and zoning departments, and the commissioners' court. Partnerships were established with the design consultant, the utility companies, and governmental organizations such as Texas Department of Transportation (TxDOT). The partnering concept is reinforced through monthly task force meetings involving the above groups to brainstorm questions and challenges, achieve resolutions, improve productivity, and collaborate to achieve project outcome. The participation of individuals from the various organizations has enabled issues and concerns to be addressed quickly, and has facilitated keeping the project on schedule. Emails and electronic distribution of plans has filled in gaps when organizations are unable to attend meetings. Going forward, there will be weekly partner meetings involving the project's construction manager.

## Spring Valley Road

### Exemplifying Partnering and Overcoming Setbacks

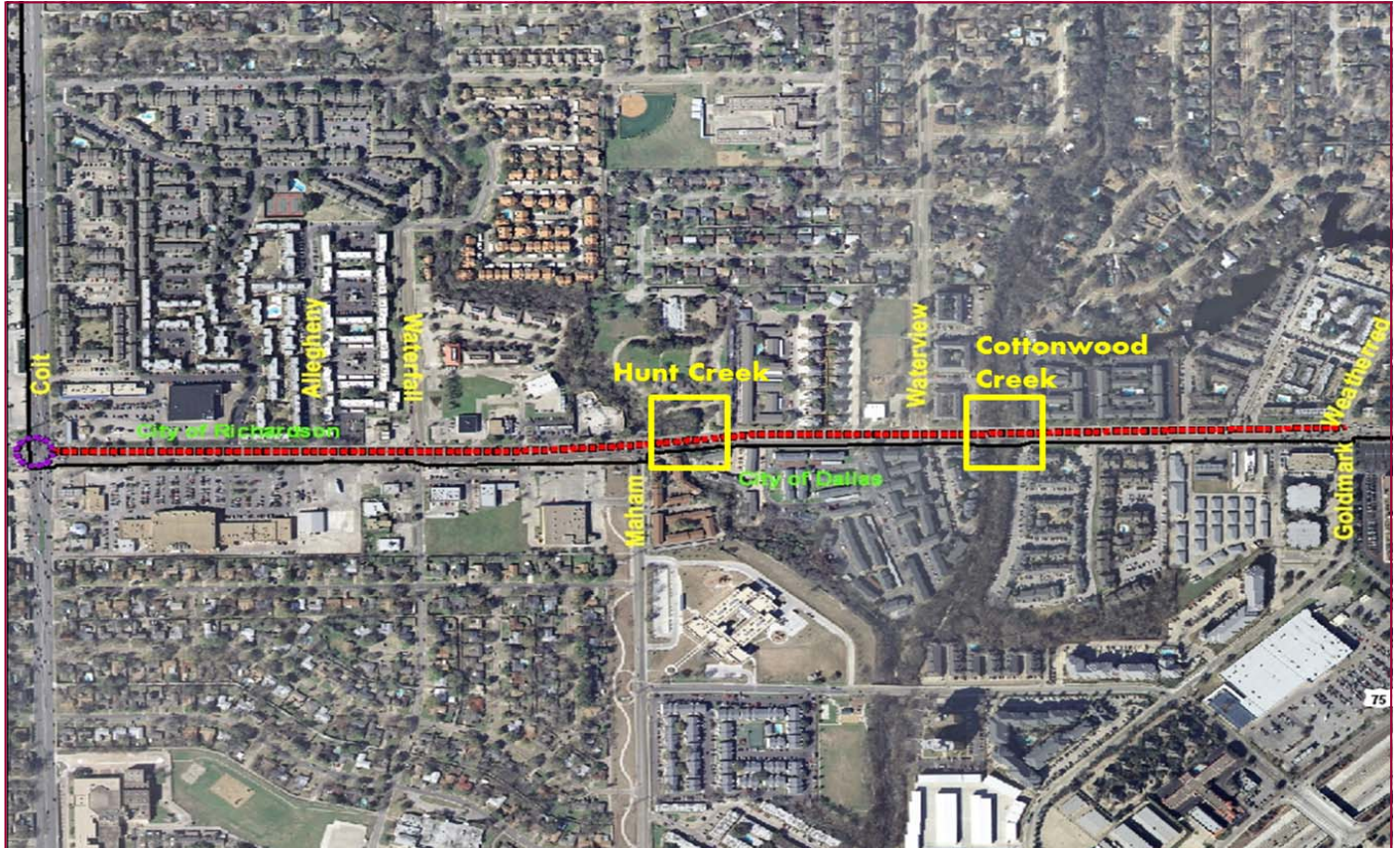


Dennis Abraham, P.E.  
Project Manager

Spring Valley Road (Weatherred/Goldmark Intersection to Coit Road) is a unique project in which the County is working with the partner cities of Richardson and Dallas.

What began as an intersection improvement has grown to include nearly a mile of roadway, several intersections, and new bridges over Cottonwood and Hunt Branch Creeks. The design includes upgrading the existing ROW to provide trails, new sidewalks, safer pedestrian crossings, improved signals, and such aesthetic improvements architecturally-enhanced bridges. The indirect benefits include new utility lines, poles and pipes.

The vision of this project, based on Richardson's Comprehensive Plan, is to utilize mixed-use zoning to trigger the corridor's renewal. The urban road layout will provide a balance of recreational and walkable trails and sidewalks with safe crossings. The project will include replacing cracked and deteriorating roadway panels, constructing new sidewalks and trails, installing American Disabilities Act (ADA) compliant barrier free ramps, and adding elevated bridges that allow for a 100 year flood. The future Spring Valley Road will achieve the functionality of moving traffic and enhancing drainage, while having pedestrian- and bike-friendly sidewalks and trails.



### Spring Valley Road Project

#### In Memoriam

## Jack Hedge, P.E.

February 17, 1928 – August 14, 2016

Jack Hedge, P.E. retired from Dallas County Public Works Department in February 2015 at the prime age of 87. He served in the P. W. Department as a Senior Design Engineer, Manager of Engineering and Assistant Director of Program and Engineering Management Division. He was a licensed Engineer in the State of Texas for 62 continuous years. Prior to joining Dallas County Public Works in 1990, he worked for the Texas Highway Department for 15 years and was a banker for 23 years, during which time he co-founded two commercial banks.



Intermingled with his professional career was his service to our Country in the Korean War where he served as a Company Commander of Engineers. After the war, he continued as an Army Reservist, retiring after 30 years with the rank of Colonel of Engineers.

Mr. Hedge was a proud Aggie, wearing his 1949 graduate A&M ring until his departure here on earth. Loyalty to his alma mater was evident in his speech, his character and competitive spirit. As an Aggie he was an engineer's engineer. Solving complex problems and taking on the unusual was embellished with common sense. This trait served him well as he designed public works projects including modern day roundabouts.

In his personal life, Jack was a consummate reader, historian, musician (violin) and faithful husband to his wife of 64 years and father of two admirable sons. He was a long time member of the Texas Folklore Society.

Jack will be missed by Public Works. His insight and wisdom have left an indelible mark on all of those who knew him. He was a true gentleman. He is now with his Lord and Savior.

DCPW Utility Partner Awards 2015

Read our interview with Sue on Page Ten!



Utility Partner of the Year  
Sue Inurrigarro (Atmos)

Selas Camarillo (Ass't. Director, DCPW), Alberta Blair, (Director, DCPW), Sue Inurrigarro (Atmos), Mark Patterson (Atmos), Ed Ostrovich (Atmos), Chad Little (Atmos)



Award Recognition at Commissioners Court

Front Row: Commissioner Dr. Theresa Daniel (District 1), Commissioner Mike Cantrell (District 2), Judge Clay Lewis Jenkins, Commissioner John Wiley Price (District 3), Commissioner Dr. Elba Garcia (District 4)

Back Row: Chris Harrelson (Oncor), Jim Chase (Oncor), Thomas Neville (DART/TRE), Ed Ostrovich (Atmos), Mark Patterson (Atmos) (hidden), Sue Inurrigarro (Atmos), Director Alberta Blair (DCPW), John Cernero (DWU), Maureen McCole (DART/TRE), Richard Brewster (Oncor)





**Utility Designer of the Year  
John Cernero (DWU)**  
 Selas Camarillo (Ass't. Director, DCPW), Alberta Blair, (Director, DCPW), John Cernero (DWU), Eduardo Valerio, (DWU)

**Special Utility Partnering Recognition  
Thomas Neville (DART/TRE)**  
 Selas Camarillo (Ass't. Director, DCPW), Alberta Blair, (Director, DCPW), Thomas Neville (DART/TRE), Maureen McCole (DART/TRE)



**Special Utility Partnering Recognition  
Chris Harrelson (ONCOR)**  
 Selas Camarillo (Ass't. Director, DCPW), Alberta Blair, (Director, DCPW), Chris Harrelson (Oncor), Richard Brewster (Oncor), Jim Chase (Oncor)

### Dallas County Utility Breakfast Yearly Award Winners

Year	Utility Person of the Year	Utility Designer of the Year	Special Utility Partnering Recognition
2015	Sue Inurrigarro (Atmos)	John Cernero (DWU)	Chris Harrelson (Oncor) Thomas Neville (DART/TRE)
2014	Amy Loo (Oncor)	Michael Kuhlenbeck (Kinetic/TWC)	Ken Brinkley (Garland ISD) Saji Thomas (Garland ISD)
2013	Larry Trojan (Oncor)	Dan Dancer (Oncor)	Jorge Barrera (TWC) Stan Breckenridge (Atmos) James McCasland (Oncor) Mike Ziegenfuss (Oncor)
2012	Ned Stewart, II (Hernandez Utilities)	Richard Brewster (Oncor)	Michael Aguirre (AT&T) Travis Cooper (Atmos) Gary Gilmore (TxDOT)
2011	Joe Crass (Oncor)	No award given	Robert Aldape (AT&T) Joe Morris (Atmos)
2010	Larry Trojan (Oncor)	No award given	David Coker (Atmos) Raymond Hardemon (TxDOT) Andrew Marshal (Atmos) Duane Smith (TxDOT - CMAQ)
2009	John Hollingsworth (AT&T)	Mark Mihm (HDR/TRA)	George Melendez (Atmos) Andy Moore (TriTex - Atmos) Ocie O'Neil (Oncor) Frank Spataro (Farmers Electric)
2008	Glenn Boehl (Atmos)	No award given	Jim Schumann (Rebcon, Inc.) Bryan Wilson (URS Cont/Oncor)



John Mears, P. E.  
Assistant Director  
Engineering and  
Construction

Antoinette Bacchus, P. E.  
Assistant Director  
Transportation & Planning

Alberta Blair P. E.  
Director  
Department of  
Public Works

Selas Camarillo  
Assistant Director  
Property

Johnathan Toffer  
Assistant Director  
Program Engineering and  
Management



**Utility Partners Awards  
Breakfast 2015**



PROJECTS UNDER CONSTRUCTION	Project #	Project	Limits	District
	MCIP 27501	Miller Road	Bridges between Garland and Rowlett	District 2
	MCIP 10502_2	Marsh Lane Bridge	Valley View Lane and Wooded Creek Drive, Farmers Branch	District 2
	MCIP 40209_3	Mountain Creek Parkway	2400 feet SE of Eagle Ford Drive to Clark Road, Dallas	District 3
	MCIP 31402	Pleasant Run Road	Lancaster Hutchins Road to Miller Ferry Road, Lancaster and Wilmer	District 3
	MCIP 10209A_4	Walnut Hill Lane	Malibu Drive to 2000 feet west, Dallas	District 4
	MCIP 31803	Hickory Tree Extension	Seagoville Road to Rylie Crest Drive, Balch Springs	District 3
	MCIP 10218A	East Dallas Ve-loway Phase 4A (SoPac)	Trail north of east NW Highway to northwest of Greenville Avenue, Dallas	District 1
	CDBG 6	CD03-P Street improvements	Arbor Lane (Elm St. to Dallas Ave.), Lancaster Carol Avenue (West Park Place Dr. to Arbor Ln.), Lancaster Lindenwood Street (Johns Ave. to Dewberry Blvd.), Lancaster	District 3
	CDBG 6	CD03-J	Cockrell Hill Water Main Improvements Phase VII, Cockrell Hill Road, Cockrell Hill	District 4
CDBG 6	CD03-L	Glenn Heights Water Line Phase III, Godwin Avenue, Glenn Heights	District 3	

PROJECTS BIDDING WITHIN ONE YEAR	Project #	Project	Limits	District
	MCIP 15801	Spring Valley Rd.	Coit to Weatherred/Goldmark, Dallas and Richardson	District 1
	MCIP 42301	Cockrell Hill Rd.	Davis Street to south city limit north of Molar, Cockrell Hill	District 4
	MCIP 22804	Sachse Road	State Highway 78 to Miles Road, Sachse	District 2
	MCIP 31502	Langdon Road-Connector	East end of Langdon Rd to east end of Cleveland Rd, Hutchins	District 3
	MCIP 30221_4	Riverfront Blvd.	Cadiz Street to RR tracks, Dallas	District 4
	MCIP 20211A	East Dallas Ve-loway Phase 3 (SoPac)	Trail from west of Mockingbird to Lakewood, Dallas	District 2
	MCIP 30228_4	Medical Dist. Dr	IH 35E to Southwestern Medical Drive, Dallas	District 4
	MCIP 10217B_4	Denton Dr. Phase I	From Walnut Hill Lane to Royal Lane, Dallas	District 4
	CDBG 6	CD03-K	Barry St. in Seagoville	District 3
	CDBG 6	CD03-M	Pecan St from Live Oak to Cottonwood Valley, Wilmer	District 3
	CDBG 6	CD03-R	Oak Creek Cove, Hutchins	District 3
	CDBG 6	CD03-Q	Cockrell Hill Phase VII water and waste water on Flo Avenue alley, Cockrell Hill	District 4
	Open Space 90138	Heritage Trail	Connecting existing Mesquite Trail north under US 80 to Towne Center, Mesquite	District 3
	Open Space 90162	Cedar Crest – Honey Springs Trail Connection	Beckley Avenue at Overton Road through Oak Cliff to Van Cleave Drive in Dallas	District 3 and 4

Interview with.....

Utility Partner of the Year 2015

## Sue Inurrigarro (Atmos)

By Faye Searcy, DCPW



How long have you been employed by Atmos Energy?

In June it will be 43 years

Tell us what it has been like working for Atmos?

It has been fun and challenging at the same time. It is always satisfying to be able to help customers with my construction experience and as a Project Manager.

Where did you grow up, go to high school and college? What led you to choose your profession?

My father was in the U.S. Air Force, so we relocated often. I was born in Washington D.C. We moved to Paris, France, then to New York. From there we move to the San Francisco area, then to Anchorage, Alaska, and here. I went to Justin F Kimball High School in Oak Cliff, and earned credits at Dallas County Community College.

What is a typical day like in your current position?

I have worked many 10-12 hour, or more, days, managing and designing Dallas County, TxDOT, and general public projects. In addition, I am responsible for making sure they are satisfied with the outcome, while achieving a workable solution for Atmos Energy. I also attend the monthly Dallas County and City of Dallas meetings, where we discuss the projects that are currently in process.

What special projects have you been involved in, and what made them special?

I am currently overseeing a TxDOT project partnered by Dallas County at IH35E-Manana-Royal, which will be my first TxDOT reimbursable project. This will be a new challenge for me. I am excited to see how the processes are handled.

Can you attribute your success to a special mentor or program at the Company?

Yes, Eugene Johns, who was my Supervisor, and Melvin Wilson, a coworker. Both were my mentors when I was in construction. Their expertise in the construction of the piping systems was especially helpful in my understanding of the gas company's operations.

Tell us about your family and /or what you do for fun.

I am married and have two sons, both of whom are in the computer field. I like to play video games, study the bible, and have family dinners at my house - which could include over 30 people at one time!

What is the one thing no one would guess about Sue Inurrigarro?

I drag raced at Yellow Belly Drag Strip.



Rockin' the tiara!



*The projects in which Dallas County and its utility partners participate share one easily-identifiable commonality: the concept of **partnership**.*

Alberta Blair, P.E., Director  
Dallas County Public Works



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