

THE CONNECTOR

Our Mission

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

Connecting Dallas County Public Works with its Partners

Volume 10 Fall 2017

Understanding How We Got Here

“A people without the knowledge of the past, history, origin, and culture is like a tree without roots.” –

Marcus Garvey

Essentials of Partnering

Trust
Commitment
Shared Vision

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In 2016, Dallas County adopted an administrative plan to govern its decisions making over the next five years. This plan was directed to achieve goals and objectives that were established under the vision of making Dallas County an operationally model government entity, healthy community, proactive regional partner, and a secure destination of choice.

Dallas County's vision is now incorporating key activities which include creating a review of our county's history. Therefore, the department of Public Works embarked to discover our roots in 2017 under this key initiative.

In this year's edition of our 2017 newsletter *The Connector*, we are featuring articles on the history of projects, with an emphasis on the processes and procedures which made each endeavor

unique. A monthly meeting was held by every division of Public Works to discuss the history of infrastructure and communities served. Presentations by "The Guiding Coalition" provided powerful insight to the past as well as beneficial guides into our current and



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

future projects. Additionally, Commissioners Court members were attendants who provided guidance and solutions towards our past and present. The meetings were beneficial and informative to all staff members.

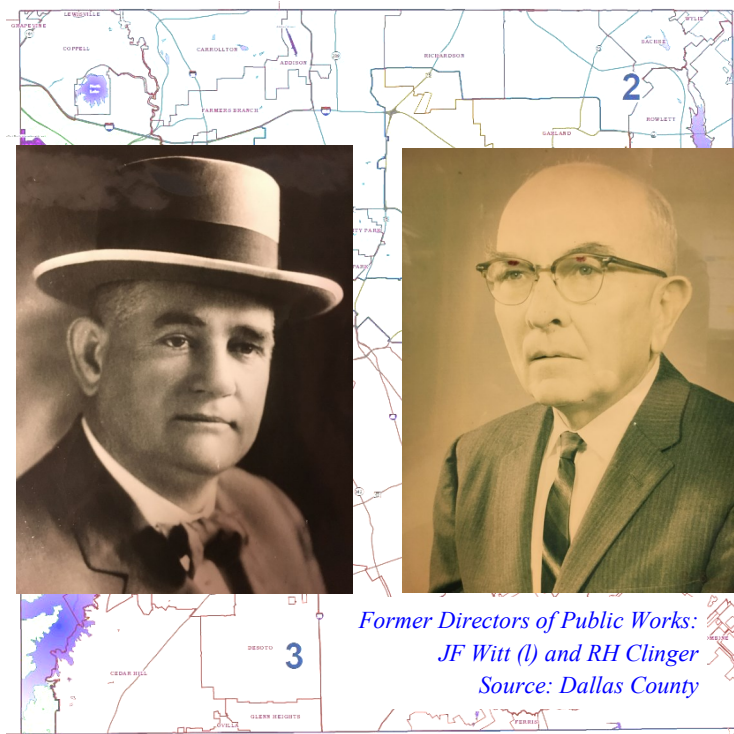
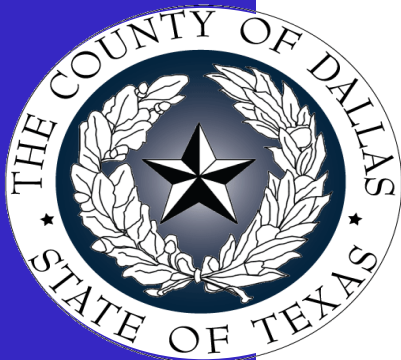
This newsletter also provides information and insight to pioneers such as county engineer J.F. Witt, who was instrumental in building the Houston Street viaduct. A.F. Rollands and R.H. Clinger were also discussed and remembered for their direction and leadership on major Trinity River projects. Additionally, we reviewed programs such as the 1991 Bond Program and our current Major Capital Improvement Program which have created opportuni-

ties and made Dallas County a key regional partner.

Our new Property Management and Utility division continues to provide coordination efforts and enhance our project delivery capabilities.

The newsletter concludes with highlights of our utility partnerships and the partners of the year.

At Dallas County Public Works, we continue to thank all of our partners who assist in the history making initiatives of Dallas County. We believe that the key to making infrastructure history and enhanced regional connectivity is through people who believe in partnerships bolstered by TRUST, COMMITMENT, and SHARED VISION.



THE HISTORY OF DALLAS COUNTY- ORIGINS AND DESTINATIONS

By *John Mears, P.E.*
Engineering & Construction

The Engineering & Construction Division recently undertook a strategic objective related to the history of Dallas County and Public Works with an emphasis on how the two are related. Specifically we asked:

How did Dallas County develop?

What were the physical and socioeconomic factors that influenced the development?

What part did infrastructure and transportation play in that development?

What is the history of Dallas County Public Works and projects in Dallas County?

Transportation played a significant role in Dallas County even before it was founded. In the 1840's, the area was at the intersection of numerous cattle trails and trade routes making it a perfect place to set up commerce. Additionally, plans for a new Preston Trail linking up the area to the Red River emphasized the importance of the County to mobility at the time. John Neely Bryan founded the settlement of Dallas at a location where the local Austin chalk made for the best Trinity River crossing for miles. Bryan also felt there was potential to make the Trinity a navigation link to the coast, though that never came to fruition.

A few years later Dallas County was founded in 1846. The common assumption is that the County was named after George Mifflin Dallas, Vice President to then President James Polk. However, it is interesting to note that the original Dallas settlement was not named after the Vice President because at the time he was a Judge and politician in Philadelphia, certainly of no significance to Bryan and either mostly or completely unknown in the area. So the link of the County name to George Dallas may have been at best a coincidence in

that he had just become Vice President at the time of the founding. So who was the original settlement named after? No one really knows.

One of the first efforts of the County was to begin mapping the tracts of land dedicated along the trails and waterways of the area. Looking at early maps, many of these tracts were laid out perpendicular to the Trinity River and many of the other forks and creeks which at times were considered attractive and critical amenities. Once removed from the waterways, the land tracts began to develop in a more north-south orientation.

As the County developed and streets started being laid out, they largely followed the direction of the original tract dedications. Hence, when many of today's thoroughfares appear to be at strange angles for no apparent reason it can often be traced back to the County area maps of the 1800's. The areas in downtown, Oak Lawn, Live Oak/Ross, Fair Park, Mesquite, Seagoville, and southern Dallas are all examples of this development.

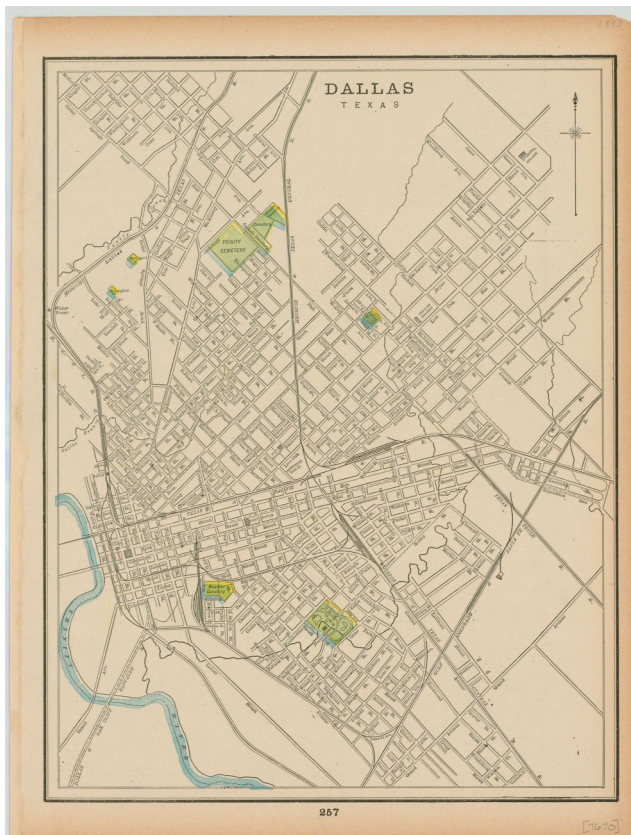
Through the remaining 1800's there was slow but steady growth of the County out from the original settlement and in other locations dotting the County. The most significant of these outside communities was Oak Cliff which would be annexed in short order and made



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George Mifflin Dallas
Source: Wikipedia



1893 Dallas Map
Source: Texas State Archives

The Sarah Cockrell toll bridge was one of the first reliable and well known crossing points. Railroad bridges were also becoming more numerous at the time.

Among the outside communities included LaReunion, a foreign colony to the west set up to be a utopian, self-sustaining “communal experiment”. The experiment failed within a few years as weather, geology, and desire began to fade the dream. The LaReunion Cemetery remains to this day near the location of current Pinkston High School and the name is a common remnant of the community still to this day.

Old maps show numerous other communities that became cities of their own or were annexed by Dallas, some of which are lost forever while others live on in street names, school names, or unofficial area designations.

The turn of the century was a time when new forms of transportation were needed beyond the horses and buggies of the day which were slow, inefficient, and becoming unsanitary, particularly in urban areas. Streetcars became common in and around the central business district but the routes were fixed and limited based on the track system. The remnants of which can be found under many City streets today. But it was when cars started being mass produced that the street system and City growth would really take off.

Additionally, there was one other important problem the City had to figure out: the Trinity River. The Commerce Street bridge and numerous railroad bridges were functioning reasonably well but all were inundated in the floods of April and May 1908. Flooding stretched for two miles, ran 53 feet deep and reached the area of the current Fairmont Hotel. What was needed was a structure higher, stronger, and longer than pretty much anything that had ever been built before. This was to be Dallas County’s first signature project.

Records show “In 1909, after much discussion, the County of Dallas voted a bond issue of \$600,000 to construct a viaduct between Dallas and Oak Cliff. After acquisition of the right-of-way, the County had \$563,000 remaining for construction of a viaduct. County Engineer, J.F. Witt, advertised for competitive bids in November 1909. These bids had to be in by January 1, 1910...”. Hence the Dallas-Oak Cliff Viaduct (now the Houston Street viaduct) was open to much fanfare on February 22, 1912. The bridge was 5,840 feet long and 71 feet above the low water mark. At the time, it was claimed to be “the longest concrete structure of its kind in the world”.

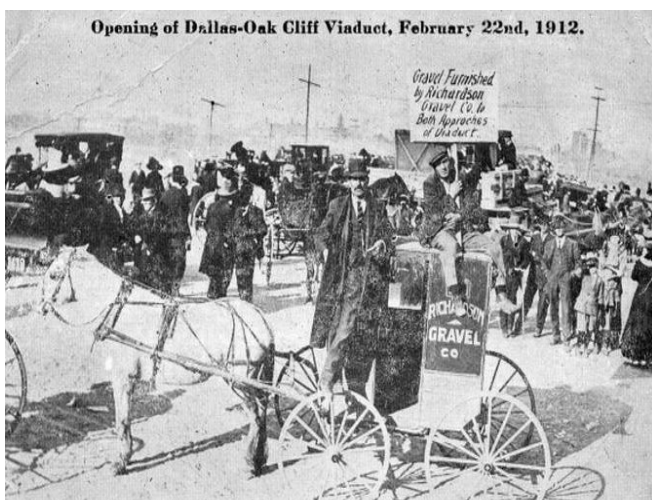


Figure 4 Viaduct Opening Dallas-Oak Cliff
Source : Dallas Trinity Trails Blogger



Figure 5 Overlooking Dallas-Oak Cliff Viaduct, Toward City of Dallas
Source: Epodunk.com



Figure 3 Street Car circa 1956
Source: Dallas County Museum

The main issue was still with the Trinity itself. Even in the late 1920's, a portion of the river bowed right adjacent to the downtown area parallel to Houston Street and just to the west of where the triple underpass sits today. In addition, there were no levees or other flood control systems to prevent what had happened in 1908. Thus, several of the most significant public works improvements in Dallas County history occurred around 1930 that would be critical to the future of the area.

First, the main channel of the river was moved about a half mile to the west and the first levees were built to create a flood control basin through the heart of the City. Also, five additional bridges were constructed primarily across the new flood control system under the direction of County Engineers A.F. Rollins and R.H. Clinger: the Commerce Street Viaduct, Corinth Street Viaduct, Cadiz Street Viaduct, Continental Street Viaduct, and Shady Grove Bridge.

During the 1930's, the WPA constructed numerous public projects in Dallas County, some of which can still be seen to this day such as Dealey Plaza, Fair Park buildings, Flag Pole Hill, White Rock and Bachman Lake improvements, Lincoln High School, and numerous City parks.

The extents of the City of Dallas at the time can be measured by the locations of what is known as the historic Dallas High Schools which were Crozier Tech and Booker T. Washington near downtown, James Madison and Woodrow Wilson just to the east/northeast, and Adamson and Sunset in Oak Cliff. Southern Methodist University which consisted only of Dallas Hall was all by itself at the extreme northern limits of the central urban area.

Paved streets at this time were mostly asphalt or some sort of brick or other segmental surface. Traffic was generally low volume and slow moving. There was little in the way of pavement markings, signs, or safety features. Utilities began to share the right-of-way including overhead lines on poles, sometimes by the dozens, and modern water and sanitary sewer lines.

It was the post-World War II boom that saw the beginning of rapid development and transportation growth in Dallas County. The interstate highway system was being put in place and the newly opened Central Expressway stretched into what seemed like the middle of nowhere north of Loop 12 (Northwest Highway). Central Expressway and later the Dallas Tollway utilized old unused railroad routes which was a practice that would come back as a popular alignment strategy for County projects in the future.

Residential subdivisions design of the times created areas that needed to be linked together with thoroughfares of higher volume, better construction, and that could hold up under increased loads of the times. A 1950 Bond Program gave

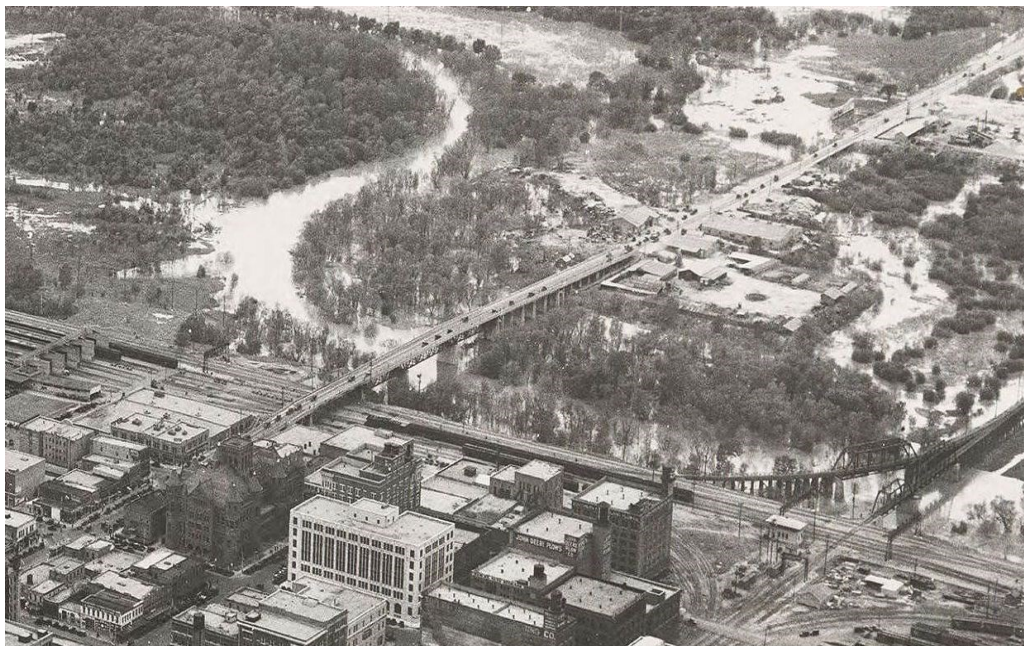


Figure 6 Downtown Trinity River circa 1920
Source: Flash Back Dallas

Dallas County the ability to begin what became a new function of Public Works which was expanding the County's arterial concrete thoroughfares particularly beyond the bounds of the City of Dallas. Sections of Belt Line Road, the next "loop" in the County transportation system, became common projects for Dallas County Public Works and remain so to this day.

With no natural lakes in the area, the creation of surface water sources was another key component to serving the expanding population. The forward looking plan to create reservoirs in the North Texas area provided water supply, flood control, and recreational opportunities even under the pressures of rapid growth and occasional extreme weather conditions.

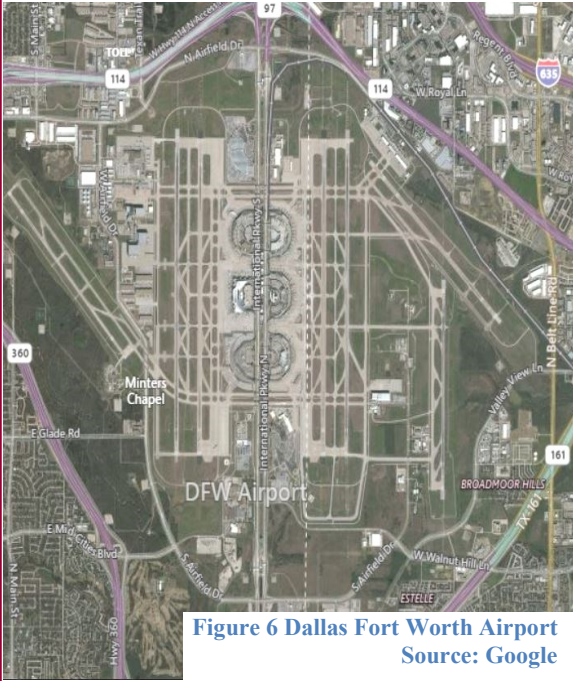


Figure 6 Dallas Fort Worth Airport
Source: Google

Even with the growth that was occurring, there were large sections of the County that were still very rural. Pasture land with horses and cattle were commonplace in areas that are now fully developed. Another lesser known feature of the County landscape at the time was the numerous airfields that were primarily home to privately owned single engine aircrafts. Examples were Mustang Airport at the corner of Skillman and Northwest Highway where the Village apartments currently sit, the Dallas-Garland Airport at Northwest Highway and LBJ Freeway which was in service until the early 1970's as was the White Rock Airport just north of I30 near St. Francis.

Love Field was already an international airport at the time and with large airliners taking off and landing. Many residents in the Lemmon/Cedar Springs area experienced what seemed like minor earthquakes on a daily basis. Also, Love Field had reached capacity very quickly when the regional airport in Tarrant County closed. In the mid-1960's, Dallas and Fort Worth got together (with prodding from the federal government) and started to reserve land rights on the County line for a facility that would serve the entire North Texas area. When DFW Airport was opened in 1974, most commercial flights were removed from Love

Field and heavy air traffic was all but eliminated in Dallas (at least for a while).

Belt Line Road as the outer transportation loop was no longer adequate and interstate traffic needed a faster and safer way to traverse the City. When the first section of IH635 (LBJ Freeway) opened in January 1969, it may have seemed unnecessary. People at the time thought this was a "solution in search of a problem" as traffic was so light it appeared that it would never reach capacity. But LBJ was the hub to the outer highway spokes and when overall traffic picked up adjacent development created destinations on and near the highway itself. Now LBJ is considered the inner loop and even after recent expansion is something people try to avoid because of the congestion.

With Bond Programs in 1969, 1977, 1985, and 1991, Dallas County continued to contribute to County transportation improvements in the form of capacity expansion of thoroughfares on projects such as Greenville Avenue, the Westmoreland Road Bridge, and Singleton Boulevard. The formula was usually taking a two lane asphalt road, which may have been constructed earlier with County help, to a four or six lane concrete divided section with under-



Figure 8 Development along Singleton Blvd

ground storm sewer. Now proposed construction was beginning to conflict with all the utilities that had been installed utilizing the City street right-of-way, starting what is one of the biggest challenges on virtually all County projects.

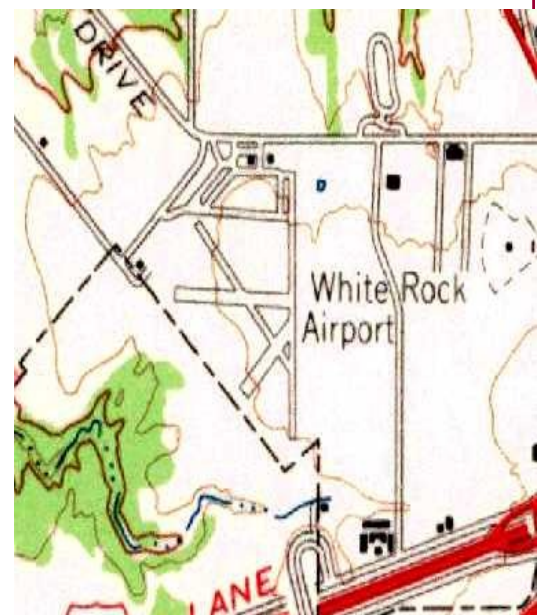


Figure 7 White Rock Airport
Source : USGS

The pace of Dallas County growth changed with the oil and banking booms and bust of the 1970's and 1980's but there was no stopping what would become one of the primary economic hubs in the Country due in no small part to the local transportation system.

Starting in the 2000's, new projects were begun by Dallas County with new ways to pay for them. Multimodal thoroughfares and trails are now a part of the County Major Capital Improvements Program (MCIP) which has a pay as you go financing model. In many cases, trails are attached to thoroughfare improvements and in others they may follow the routes of old railroad rights-of-way like some of the highways from the past.

The MCIP is now authorized to include projects for water and sanitary sewer utilities mostly in areas of rapid economic development that lacks the infrastructure to serve that development like the Inland Port of south Dallas County.

Participation on signature projects such as the Horseshoe interchange over the Trinity River and modern roundabouts further signals that Dallas County will continue to adjust to the needs of its citizens whatever the destination may be.



Dallas County Public Works Engineering and Construction Division—2017



History of Riverfront Boulevard (Industrial Boulevard)

By: Les St. John P.E., Project Manager;
Engineering & Construction

Today, the City of Dallas and Dallas County are reconstructing Riverfront Boulevard (formerly known as Industrial Boulevard) from Cadiz Street to Continental Avenue. The City is the lead manager for the portion of Riverfront from the UPRR to Continental Ave. (Segment A) and the County is the lead manager for the portion from Cadiz to the Union Pacific Railroad (UPRR) (Segment B). Segment A is substantially complete; Segment B is to start construction by Summer 2018.

Industrial Boulevard was born in 1930 when the Trinity River was shifted from its old river bed to a new river bed located between the present day levees, constructed between 1928 and 1934 to help alleviate flooding near downtown Dallas. The great flood of 1908 helped spur the construction of the levees and the shifting of the river between

them.

Part of the 1930's construction of Industrial Boulevard involved an underpass to be constructed for the then Texas and Pacific Railroad. Today the tracks are part of the Union Pacific Railroad. In May 1930, Dallas County signed an agreement with the T&P RR Co. to pay for half the cost of the railroad bridge structure over Industrial Boulevard.

The UPRR Bridge is at the northern end of Riverfront's Segment B and at the southern end of Segment B is the Cadiz Sewage Lift Pump Station. The original Cadiz Lift Pump Station was constructed in 1917 with an additional pump station added in 1951. Of historical note, the 1917 pump station is the oldest functioning lift station in the State of Texas.

In between the southern and northern ends of Riverfront's Segment B is the Able Pump Station located between the Jefferson Street Viaduct and the Houston Street Viaduct. Today, work is nearing completion on a new Able Pump Station



Figure 11 1930 Aerial

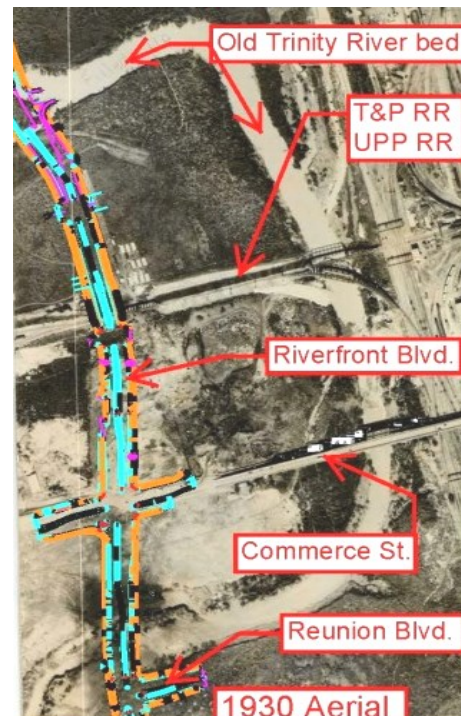


Figure 12 Proposed Design
Source: Dallas County

adjacent to Riverfront Boulevard which will replace the existing pump station. The new pump station (as does the existing) will pump flood waters from the developed side of the river levee into the Trinity River.

Floodwaters conveyed to the Able Pump Station begin north of Segments A and B starting around the hospital district along Stemmons Freeway. The flood waters are conveyed underneath Riverfront Segments A and B in an existing 13 foot horseshoe storm sewer that was constructed in 1934. Today, under Segment A, a 12'x12' box culvert has been installed parallel with the 13 foot horseshoe storm sewer. Under Segment B construction, the 12'x12' box culvert will transition to a 14' x 10' box culvert which will continue parallel with the 13 foot horseshoe storm sewer to a discharge point into Able Sump No. 1 located at Reunion Boulevard. Installation of the 14'x10' box culvert will be a challenge, having to cross underneath at least 40 utility lines.

Industrial Boulevard's name was changed to Riverfront Boulevard in November 2009. This marked the beginning of the City of Dallas efforts to transform the Boulevard from one associated with bail bondsmen and liquor stores to one that will eventually have retail shops, places to live, offices and amenities such as sidewalk cafes. These amenities will complement the transformation of the adjacent Trinity River into a nationally recognized park.

Amidst the transformation of Riverfront is the re-configuration overhead of the interstate highway system known as the Horseshoe project. This project was started four years ago and is essentially complete in its restructuring of the IH-35E and IH-30 tentacled intersection. From Riverfront Boulevard's street view, the area underneath the connecting structures is a pleasant sight with embankments covered with green grass which will provide a park like ambiance for pedestrians and bicy-



Figure New Riverfront Bike Path/Sidewalk Parkway
Source : Les St. John

clist traveling along Riverfront Boulevard's future sidewalk/bike paths.

Since 1930, Riverfront has come a long way with its storied past. The future looks bright for the Boulevard as a destination of choice for both daily commuters and visitors to the Trinity River Corridor. In the meantime, if you have visitors come to town, take them to see real live Texas Bevos (Long Horns for those not from Texas) at Fuel City and partake of some of the best tacos in town.



Figure Fuel City Longhorns & Tacos
along Riverfront Blvd.
Source: Les St John

West Dallas Roadway Project Will Bridge A Missing Link

By: *Antonial Irvin, P.E. Project Manager
Engineering & Construction*

Transportation infrastructure not only helps to promote economic development, but it is widely known that transportation infrastructure improves access. In fact, access to I-30 is soon to be enhanced by a transportation project in an area of Dallas that was once the epicenter of a French colonization effort known as La Réunion in the mid-1800s.



Commercial development around the I-30/Cockrell Hill Road interchange in west Dallas has been steady for more than 10 years and was initially precipitated

in large part by sustainable transportation infrastructure improvements, namely the reconstruction of this interchange in conjunction with the reconstruction of five miles of I-30, which was completed in 2006.

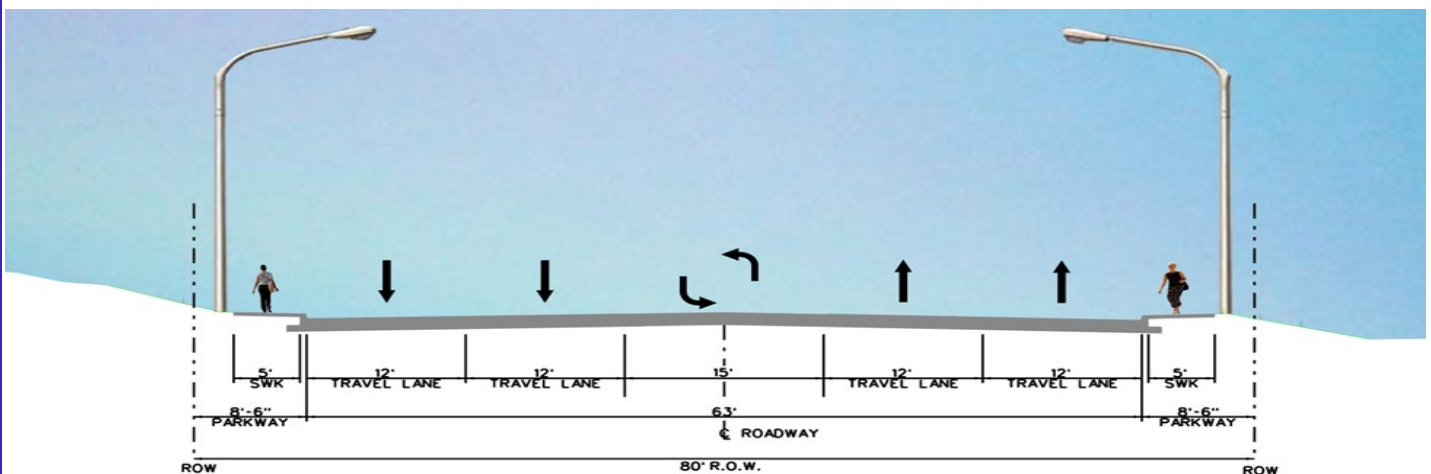
Cockrell Hill Road currently terminates at La Reunion Parkway, about one-half mile north of I-30.

North of this dead-end street are businesses and residences that are cut off from direct access to I-30. Currently, the nearest access to the interstate is via Chalk Hill Road or Westmoreland Road.

To solve this access challenge, Dallas County and the City of Dallas are co-sponsoring a project that will extend Cockrell Hill Road, beginning at La Reunion Parkway and continuing north for one-half mile, to Singleton Boulevard. Dallas County is leading the implementation efforts for this \$13.5 million project in partnership with the City of Dallas Mobility and Street Services Department and the City of Dallas Water Utilities Department.

The project's major component is a 1000 feet long bridge across the Union Pacific railroad tracks. The road extension overlaps with Vinson Street, which exists just north of the railroad tracks. The new bridge will connect to Vinson Street, and Vinson Street will be expanded to four lanes up to Singleton Boulevard. A new traffic signal will be installed at the Singleton intersection. The existing water and sewer lines will also be replaced along Vinson Street.

The project has been in development for some time now. Its rich history includes challenges with design, politics, private property acquisitions and railroad coordination. Design is complete, as are most of the private property acquisitions needed to accommodate the new public improvements. Utility relocations involving Oncor, Atmos Energy, Spectrum and AT&T are scheduled to begin in October 2017. Road construction is scheduled to begin in summer 2018, with an expected duration of 18 months.



History of Dallas County Infrastructure

By: Lilian Onynago, T&P



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

Since its inception, Dallas County has had transportation challenges. At the County's beginning, roads were nonexistent. The County's earliest roads were poor and practically impassable during the

rainy seasons. Rivers were not much better—none were deep enough for dependable transportation.

Interest in the Trinity River's navigation potential piqued with the founding of Dallas County in 1846. In 1852, a \$31,808 Trinity improvement plan by Corps Engineer, Lieutenant William H.C. Whiting was completed but not acted on.

The arrival of Houston and Texas Central Railroad (H.T.C.) in 1872 and Texas and Pacific Railroads in 1873 signaled a new era in transportation. Trains were dependable and often offered better rates for cargo—factors that ultimately contributed to the end of the riverboat's reign. However, the railroads sometimes

exploited their market dominance—as, for instance, when H & TC almost doubled its price per bale from Dallas to Houston from \$1.05 to \$2.65 in the 1880s. A subsequent reduction in the price of cotton in 1891 led to a painful decline in profits for those who depended on the railroads to move their products.

Frustrated with the railroads' market manipulation and declining profits, business executives looking for cheaper transportation alternatives drove development of the County's transportation infrastructure, especially the Trinity. Trinity River Navigation and Improvement Company was formed in 1891 and lobbied Congress to fund the Trinity's improvement. They also built locks and dams, and purchased a 64-foot stern wheeler named *Snag Boat Dallas* to clear the snags from the river and a 113-foot steamboat, *H.A. Harvey*, to navigate it in 1892.

The flood of 1908 dealt a huge blow to Dallas' infrastructure and services stalled. It led to the 1911 Kessler Plan. The Kessler Plan recommended moving the Trinity to its current position and using levees to contain the water.

1911 Kessler Plan and later aerial image showing relocation of Trinity River

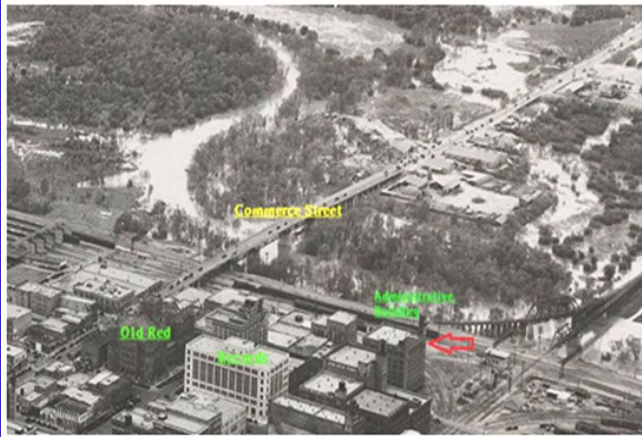


Source: *The Portal to Texas History*



Source 99% Invisible

Downtown Dallas Before and After the Trinity was Relocated



Source: Flashback Dallas & Google

In 1930, Dallas and Fort Worth Chambers of Commerce sponsored the Trinity River Canal Association [TRCA], which lobbied for a barge canal as a flood control mechanism. The TRCA was largely successful. Congress funded a study of the issue in 1958, and in 1965 President Lyndon B. Johnson tentatively committed to construction of a 300-mile barge canal.

Ultimately citizens in the 17 counties along the canal's route voted it down in a 1973 bond election. Dallas County voted 56% against; Tarrant, 53% against.

The advent of automobiles marked a new era in transportation, led to increased demand for better roads and to the passage of the Federal Aid Road Act of 1916. The Act granted financial aid in the form of 50% matching grants to states with highway departments. So the Thirty-fifth Texas Legislature formed the Texas Highway Department in 1917.

Depression-era relief programs boosted roadway construction and continued during World War II. The focus was on roads with value to the military with the authorization of the Federal Aid Highway Act of 1956.

Expanded highway networks represented a viable alternate means of transportation, so railroads continued to suffer losses. Trucks were also equipped to carry heavy loads. To mitigate these losses, rail companies discontinued services and abandoned unprofitable routes. This move caused uproar from communities' adjacent to the effected tracks. Citizens and local civil groups sought legal action challenging those abandonments, citing impacts on local businesses

With the aim of solving the abandonment issue, a provision was added to the National Trails System Act in 1983. The provision encouraged the use of railways for trails and provided *"that the interim use of a railroad right-of-way for trail use shall not constitute an abandonment"*. The act also authorized *"the acquisition of lands or easements for trail rights-of-way from local governments or governmental corporations with their consent."*

SoPac Trail, which is currently under construction, is a Dallas County project located in what was at one time Southern Pacific Rail Road's route.

1954 Dallas County Map



Source: Texas General Land Office

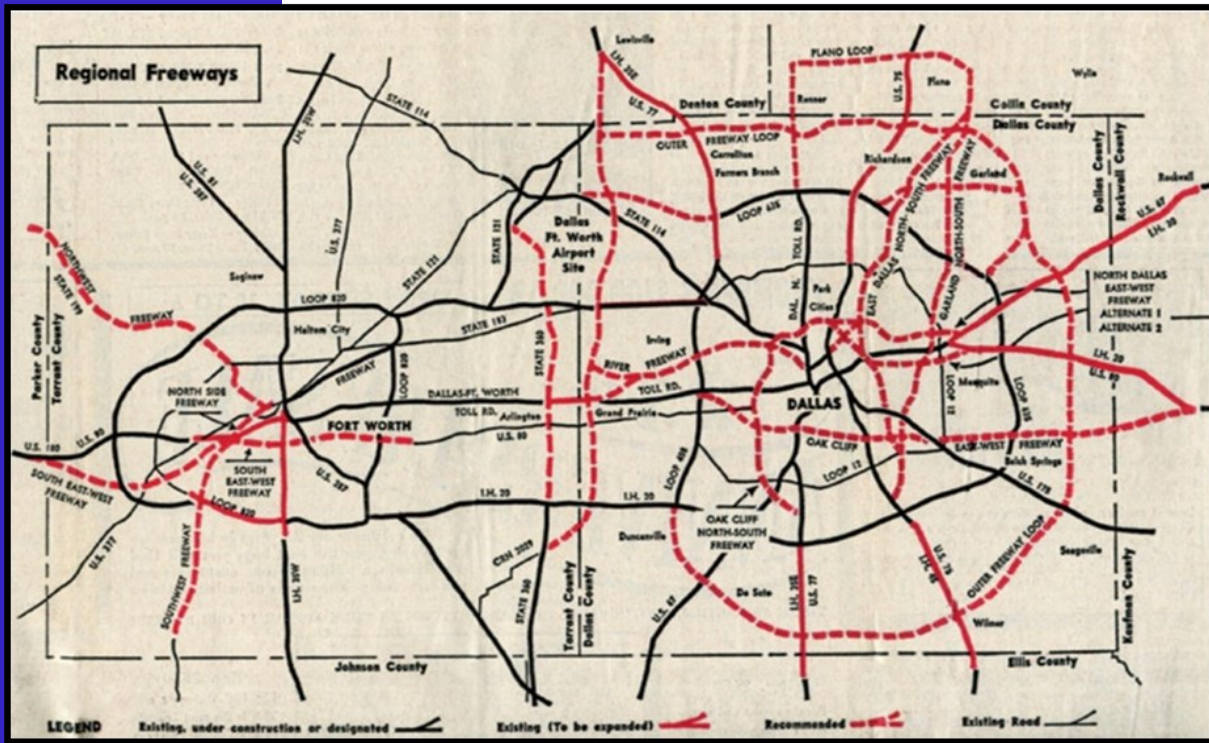
Source: Current SoPac Trail alignment

Regional Planning

DFW's first regional study in 1967 was a result of the 1962 Federal Aid Highway Act. The Act called for the creation of long-range highway plans and programs putting into consideration their long-term effects on the development of the urban areas with populations over 50,000. Thereafter, continued and consultative (States and locals) comprehensive transportation plan for the aforementioned areas will be required before project approval. (Figure A.)

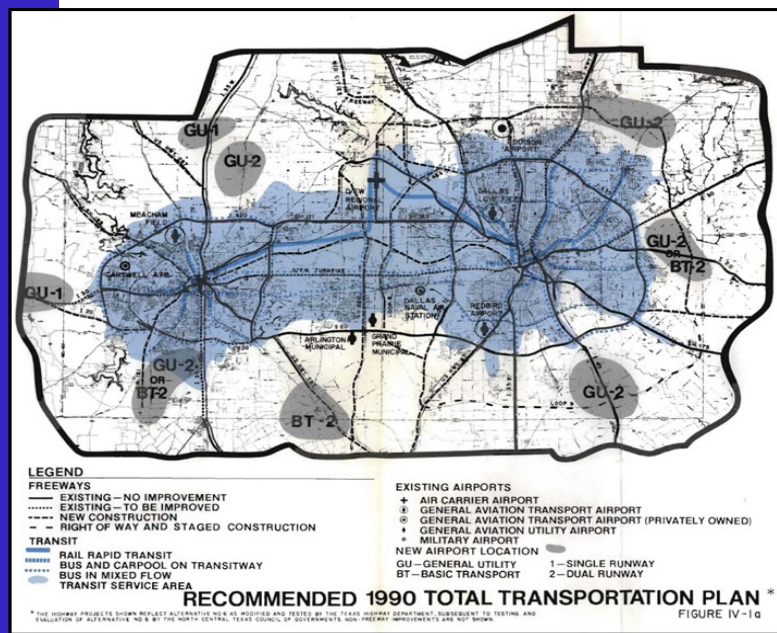
The 1967 *Dallas- Fort-Worth Regional Transportation Study* merged local transportation plans and proposed regional solutions to anticipated transportation needs. The Regional Transportation Policy Advisory Committee (1974) adopted the first multimodal long-range transportation plan in 1974: Total transportation 1990.

Figure A. 1967 Map of Proposed and Existing Regional Freeways



Source: Dallas Morning News

Figure B. Total Transportation 1990



Source: Flashback Dallas

SoPac Trail Current Status

Written by: *Tushar Solanki, P.E.; Project Manager, T&P*

Background

(SoPac Phase 3, 4 and Gaston Ave (YMCA) connection)

The City of Dallas approached a consultant in 2007 about preparing a concept master plan for a seven mile segment of planned trail in east Dallas. Subsequently, Dallas County partnered with the City in the planning then lead the efforts of overall execution of the project. This proposed SoPac Trail project is located within a heavy rail corridor no longer in use and has been identified as the Southern Pacific Trail (SoPac Trail)

The corridor begins near White Rock Lake's west shore, near the end of Lakewood Boulevard extending generally north by north west until crossing White Rock Creek adjacent to the DART light rail trestle bridge north of Royal Lane. With the rail corridor easily defining the route of the SoPac Trail, planning was focused on community and user trail connections.

Dallas County, in partnership with the City, tasked the consultant with creating a master plan document that selected appropriate locations for trail heads and community gateway connections. Prototypical designs for each were then provided. The master plan document was to act as a design guide for multiple consultants as the trail phases became funded for construction. In

2008, Dallas County, in a joint venture with the City of Dallas, provided funding for implementation of the SoPac Trail. In turn, the County contracted with a consultant to work with a task force of consultants tasked with detailed trail design. The consultant-planning group and the task force met regularly to coordinate design efforts.

In September of 2009, the task force held a community design charrette with the area communities to gather information and input regarding the SoPac Trail Master Plan and proposed prototypical designs. The consultant incorporated public comments with the direction of the task force, finalizing the SoPac Trail Master Plan.

Context

The SoPac Trail Corridor passes primarily through residential neighborhoods and a few commercial pockets. The design team analyzed the corridor for important connections to adjacent neighborhoods that allowed and encouraged trail access. A 'Gateway' will provide rail access to pedestrian and cyclists only, and is primarily intended to be an integral connection for the community.

There is no hiding the fact that the proposed SoPac Trail corridor is an abandoned heavy rail track. The direct routes, almost imperceptible slopes, heavily defined earthwork are unmistakable. The design team felt that the most desirable design solution would be to emphasize and

build upon the features that define the heavy rail corridor, rather than attempt a feeble effort to mask it. To do this, the design team prepared a master plan design that provides trail connections of direct, consistent slope. The design provides texture and patterning in the concrete of each connection reminiscent of the corridors past use.

In 2012, Dallas County applied for the Transportation Enhancement (TE) Grant for a project from NW Hwy to north of Greenville. This overall SoPac project has been divided SoPac Phase 4 in 4A and 4B. Grants due the requirements of the grant program.

SoPac Phase 4B (from north of Greenville Avenue to north of Royal Ln connecting to Northaven Trail and White Rock Creek Trail/Cottonwood (Low Five) will be designed and built 100% by the City of Dallas subject to funds availability from future bond election.

The 2014 grant award for SoPac Phase 4A's and the Local Advanced Project Funding Agreement between TxDOT and Dallas County in August 2016 made it possible to award the construction to Structural Assurance, LLC. Currently, the project has been making steady progress and 40% of the project construction is completed.

The greater Dallas area is home to a spectacular trail system that winds through a myriad of neighborhoods,

workplaces and recreation areas. The Veloway/SoPac Trail is a vital, but incomplete, link in the system. Phase 4A will begin at the north end of the Katy Trail Phase IV near Northwest Highway and extend northwest, crossing Abrams Road, Skillman Street, Park Lane, Fair Oaks Drive, Holly Hill Road, Walnut Hill Lane and Greenville Avenue, terminating 600 feet north of Greenville Avenue. A future extension will connect this trail to the Cottonwood/White Rock/Northaven Trail intersection. With the addition of the Veloway/SoPac trail, local residents will be able to enjoy scenic, uninterrupted walks and bike rides from north Dallas to White Rock Lake, the Trinity River Corridor, and American Airlines Center.

The trail will connect neighborhoods to the Veloway/SoPac trail, to numerous DART bus stops, to the White Rock and Walnut Hill DART Light Rail Stations, to Parkland Health Center at Conrad School on Fair Oaks Ave., and to Texas Health Presbyterian Hospital Dallas at Walnut Hill Ln. and Greenville Ave. A connection from the trail to Greenville will connect neighborhoods: to the Veloway/SoPac trail, to numerous DART bus stops, to the White Rock & Walnut Hill DART Light Rail Stations, to the Parkland Health Center, and to Texas Health Presbyterian Hospital Dallas. A connection from the trail to Greenville Avenue will provide public access to the trail. Publically accessible

Gateways and Trailheads along the trail at Eastridge Drive, Ridgcrest Road and Fair Oaks Avenue will provide an alternate means of transportation from homes to businesses, promoting cleaner air, less congested highways, and encourage members of the communities to improve their physical health.

The trail will the youth and seniors from the surrounding metroplex and will be a vital portion of the Dallas hike and bike trail system that provides a safe and accessible route connecting the heart of downtown Dallas to north Dallas and beyond to neighboring communities. ADA and AASHTO standards have already been included in the schematic design of the trail.

This project will provide the following when completed:

- Promotion of healthy lifestyles and environments
- Reduced traffic congestion and air pollution
- Improved access and mobility
- Development of a sense of place
- Key access points to diverse destinations along the trail corridor
- Safe and convenient access to bus stations, light rail stations and hospitals



SoPac Trail Corridor Phase 4A

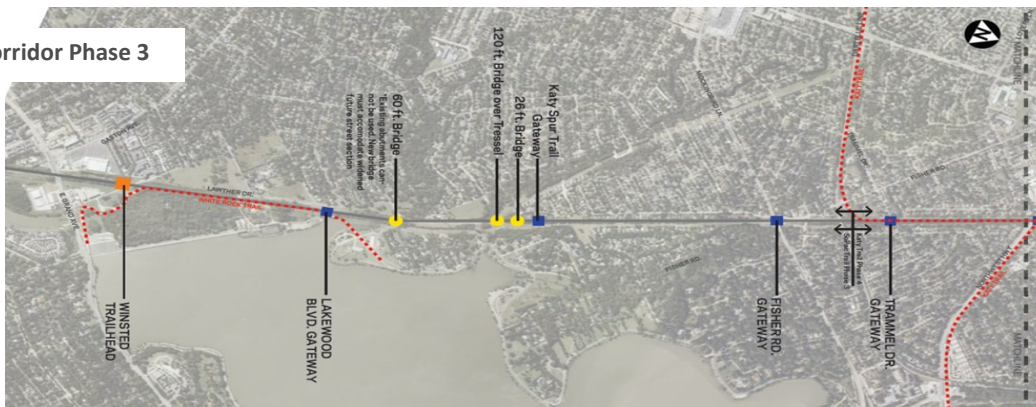
SoPac Phase 4A Gateways to the Main Trail:

Other gateways include the Fisher Road which allows easy pedestrian and cycle access to the corridor. The Trammel Drive & Northwest Highway Gateway crosses over the SoPac Trail corridor at locations allowing access by dense neighborhoods on each side of the proposed trail. The Eastridge Drive & Ridgerest Road Gateways provide access for high density housing areas and an elementary school to the west. The Fair Oaks Avenue gateway will provide a direct trail access to Emmet J. Conrad High School. The Greenville gateway will provide access to and from the associated athletic facilities.

The limit for SoPac Phase 3 is from Lakewood Drive to Ridgewood Trail. This County led trail segment project is funded as partnership between Dallas County and the City of Dallas. The project has established an easement agreement between DART and the City. After many of stakeholder updates and neighborhood group meetings, design for this segment was completed in early Summer of 2017 before bidding it for construction.

Dallas County opened bids in the Summer of 2017 before awarding for construction to Structural Assurance in September 2017. Construction of the SoPac Phase 3 trail started in October 2017 and estimated completion Summer 2019. This segment is located in the City of Dallas (Road and Bridge District 2) was selected in the fourth Major Capital Improvement Program (MCIP) call for projects in 2006. The project consists of constructing approximately 1.76 miles of Hike & Bike trail along the abandoned DART right-of-way from approximately 350 feet south of Lakewood Blvd to the Katy Trail Phase 4 approximately 1,500 feet north of Mockingbird Lane in the City of Dallas. The project includes a 12-foot wide concrete trail, 3 pedestrian bridges & retaining walls, trailheads, gateways, and parking lots.

SoPac Trail Corridor Phase 3



Lakewood Blvd. Gateway

A small spur from the street to the existing end of the White Rock Trail is located near the end of Lakewood and Lawther. This connection provides a direct trail connection extending from the center line of Lakewood to the raised SoPac Trail. Rigid fill will be placed between the edge of Lawther Drive to the raised SoPac Trail at a consistent, gradual slope.

Detail of SoPac Trail Corridor Phase 3

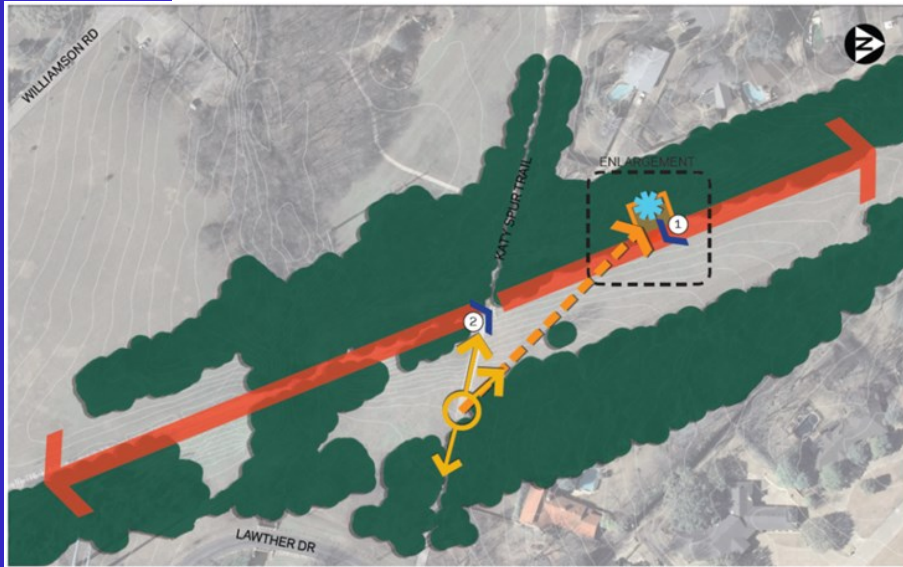


LEGEND

- SoPac Trail Corridor
- Trail Connection & Preserved Site Line
- Gateway Monument
- Trailhead Parking Circulation
- Trail Intersection Circulation
- Photo ID & Direction

Katy Spur Trail Gateway

The addition of a trail connection at this location will provide a connection from the Katy Spur Trail to the SoPac Trail, promoting the interconnection of the Dallas Trail System. Also it will provide a close link to Lakewood Park.



LEGEND

- SoPac Trail Corridor
- Trail Connection & Preserved Site Line
- Gateway Monument
- Trailhead Parking Circulation
- Trail Intersection Circulation
- Photo ID & Direction

YMCA Trailhead (So-PAC Gaston Avenue Connection):

In a shared use agreement, the outer row of parking at the YMCA has been dedicated to trail use in 2015. Access along the property line provides a direct trail connection along the trail parking of even slope up to the raised SoPac Trail. Dallas County in cooperation with the City of Dallas had a great partnership with the adjacent Stakeholders.



LEGEND

- SoPac Trail Corridor
- Trail Connection & Preserved Site Line
- Gateway Monument
- Trailhead Parking Circulation
- Trail Intersection Circulation
- Photo ID & Direction

Construction of the multi-purpose hike and bike trail was completed and dedicated to public in summer 2015 from the Gaston Avenue area up to Veloway Phase I (Santa Fe Trail) in the city of Dallas. The construction consists of a 10 to 12-foot wide concrete trail and a pre-manufactured pedestrian bridge that connects to Santa Fe Trail, and includes the associated pavement markings, signage, railings and retaining walls. This project also includes minor drainage and utilities improvements in the area.

SO-PAC Gaston Avenue Connection encourages increased pedestrian and cyclist traffic flow with the connection to the Santa Fe Trail, and new area businesses catering to serve trail users. These businesses add to the various attractions and activities in the area. The Arboretum Village retail center consists of stores such as Starbucks, Fresh Market, Luke's Locker, PetSmart and many others. This development continues to attract area residents and trail users from surrounding areas.



Dallas County Public Works

So-Pac Gaston Ave Trail

Print #150701604
Date: 07/01/15
Lat/Lon: 32.814387 -96.729748



Dallas County Public Works

So-Pac Gaston Ave Trail
(YMCA Connection)

Print #150701607
Date: 07/01/15
Lat/Lon: 32.814387 -96.729748
Order No. 59700
Aerial Photography, Inc. 954-988-0484

Dallas County Mobility Plan Update

By: Micah Baker, Project Manager, T&P

Dallas County Public Works is wrapping up the first phase of their new Mobility Plan. It has been 44 years since Dallas County has had a major update to a County-wide transportation planning document, which was last updated in the form of the 1973 Thoroughfare Plan. The Mobility Plan will have some distinct differences from the old Thoroughfare Plan. The main modification is that it will include multiple forms of transportation, such as bicycle, pedestrian, transit, and vehicular whereas the old Thoroughfare Plan only made provisions for vehicular travel. Another important feature is that this new plan will compliment all of the existing City and transportation agency plans that are already in effect today.

To ensure the consistency with existing transportation plans, Dallas County hosted a Mobility Plan Workshop on June 30, 2017. This workshop was an opportunity for all of the major transportation agencies within Dallas County and adjacent to Dallas County to come together for an update on the project and to provide any feedback on the subject matter. The workshop had tremendous success with 21 of the County's Cities represented as well as several of the major

transportation agencies in attendance. Dallas County Staff with the help of the project consultant, Kimley Horn, put on a half day workshop with a presentation and breakout sessions to update attendees on the status of the project and give them an opportunity to review maps of each mode of transportation for uniformity with each City and transportation agency's plans.

The County has since taken the comments received during the June 30th Workshop and made any necessary revisions to the project maps and will be finalizing the maps as the first step of Phase 2 of the Mobility Plan. With Phase 2 officially launched in October 2017, Dallas County is looking forward to completing this plan by fall of 2018. Not only will the plan provide guidance for the future infrastructure needs of the County, but it will also be a tool that can be used by Dallas County and the Cities of Dallas County to make future project selections. In fact, the plan includes an update to Dallas County Major Capital Improvement Program (MCIP) criteria that will ensure that projects selected by the County are meeting the needs of our future for all modes of transportation.



Dallas County Public Works Transportation & Planning Division—2017





Ongoing Stories of Development, Communities and Transportation Infrastructure Programs

By: *Jack Tidwell, AICP, CFM*
Program Engineering Management Division

There are many ways to look at the history of Public Works since the County's founding in 1846. The themes of development, community and infrastructure projects have served as touchstones to the Project Engineering and Management Division's effort to look back at the past to see where we came from, see where we are now, and perhaps, to envision where we are heading. The drive of development since the first settlers of the area has focused on sharing the unique value and opportunity that the Dallas County area provides.

Early descriptions in the late-1850 Texas Almanacs lent a positive, almost magical, character to the area that described it "astonishing and limitless" for

potential agricultural production. Just as it is today, the importance of quality education was also very important. Dallas County has always been proud and boasted of the large number of well-organized school systems it has. The Texas Almanac from 1871 is a good overall example of that boosterism. Today's local Chambers of Commerce would be proud to promote just like the old days, when it stated that "there is probably no part of the State that is more desirable for immigrants than Dallas County and the other counties in North Texas!"

The local slogan that "the business of Dallas is business" reflects the ongoing pride and recognition of what makes the City and County unique. The history of how Dallas competed for the honor and prestige of being selected as 11th District of the Federal Reserve offers insight into



Jonathan Toffer, P.E.
Assistant Director
Program Engineering &



the early days a “David versus Goliath” attitude in finding new opportunities. That competitive nature of the local Dallas character, along with the spirit of cooperation, helped the community to further develop a firm business environment and the Dallas “Can Do” attitude. Therefore Dallas was able to achieve this even in the face of competition from other well established cities such as Houston, Fort Worth and New Orleans. Since 1914, the continuing presence of the Federal Reserve in Dallas helps ensure that the community has a proactive front row seat into the important fiscal and monetary policies decisions being made for the southwest region and country.

The people of Dallas County have also been important to its character. From the early histories of the variety of ethnicities, religions and races that make up the County, to the more modern challenges of communities like West Dallas, the stories of the County represent the full spectrum of the good and the bad of our history. The evolution of communities like Oak Cliff, East Dallas, Uptown, Deep Ellum and West Dallas (just to name a few) all provide insight into the rich combination of heritage that has led the development we call home.

Dallas County Public Works has been responsive to the changing conditions of the area and tailored its work to the funding and partners available. Since



Source : Forbes

“there is probably no part of the State that is more desirable for immigrants than Dallas County and the other counties in North Texas!”

FY 2000, the County has replaced its traditional bond-financing approach to funding infrastructure improvements with a Major Capital Improvement Program (MCIP). The basis of this innovative strategy is the typical five year life of a project from funding approval to construction and that in each year some projects will be authorized for funding while others are being completed. In contrast, bond financing faces the challenge of funding and construction of different approved bond projects all happening at the same time. The MCIP strategy provides for a more partnered and predictable delivery of projects from year to year.

The Department of Public Works has changed over the years to meet the challenges of changing development styles, communities and transportation infrastructure programs. Our continued efforts have positioned us well to respond to the challenges of the future.



Dallas County Public Works Program & Engineering Management Division—2017

Dallas County Property Division Historical Chronology

An Overview of the Property Management and Utility Coordination Division

By: *Craig Marek, SR/WA; Property*

The Property Division (“PD”) was established to support Public Works’ by providing real estate and acquisition services for Dallas County Major Capital Improvements Projects (“MCIP”) transportation projects. PD also supports the Commissioners Court and other departments in Dallas County (“County”) by providing real estate consulting, administrative, appraisal, title, and acquisition services.

PD assists in the development of cost estimates for right-of-way (“ROW”) and/or analysis of each municipality’s cost estimates for the MCIP’s Call for Projects. PD, as part of its Project Management and Development, prepares project estimates for use by the department to formulate each project’s overall budget.

In addition to transportation projects, PD provides full real estate services to the County’s Trails and Preserves Program (TAPP) administered by the Open Space program under Planning and Development Department, management and sales of tax foreclosed properties for the County and its municipal partners, management and sale of County-owned surplus properties, and consulting and valuation services for the County’s Facilities Group under the Assistant Administrator to the Commissioners Court.

REAL ESTATE SERVICES FOR ROW PROJECTS

PD offers a full range of real estate services and has the experience to manage and complete any complex right-of-way project. PD specializes in acquisitions for transportation projects involving local or federal funding.

Our core functions include:

- Administrative: project budgets, payments, and billings.
- Program & Project Management: project development, oversight, and coordination, including tracking and status reporting systems.
- Title: full range of abstracting, research, curative, and closing services.
- Appraisal: project estimates, partial and whole acquisitions.
- Acquisition: complete services for offer, title curative, and closing.

Dallas County Public Works Property Management & Utility Coordination Division—2017



Selas Camarillo, P.E.
Assistant Director
Property Management & Utility
Coordination

- Condemnation support: consistent low condemnation rates with ability to process and furnish support through hearings and appeals.
 - Relocation: in compliance with either state or federal (Title III, Uniform Act) requirements
 - Participation and support for public meetings, project matrix or task force meetings, and internal planning.
- Additional services include:
- Title Insurance, by policy required over certain amount.
 - Contracting ability to add additional capabilities and/or specialty services to expedite delivery.
 - Property management, including dispositions.



Dallas County Courthouse "Old Red"

Dallas County Public Works Appraisal Process

By: Bill Stoll; Property

Dallas County is authorized by the Constitution and Statutes of the State of Texas to acquire real property or real property interests for various public purposes including roads, streets, highways and parks upon payment of adequate compensation (as per the Public Works Department, Property Division – Real Estate Policy.) A key element of this authority is the compensation that is due to the property owner. Ever since the *Kelo vs City of New London* (Connecticut) decision by the US Supreme Court (2005), eminent domain has been a dirty word that has sullied the process of acquiring land even for legitimate purposes such as the roads and trails with which Dallas County most often is involved. Hence, it is extremely important that Dallas County base any offer to purchase real estate interests on a competent appraisal that fairly compensates the owner for rights that they are conveying to the County.

The process of determining the value of such owner-



Property marked for Appraisal

ship rights begins with a review of the engineering drawings that define the rights and the extent of incursion onto the subject property. On occasion, having inspected the property on site, the appraiser has offered suggestions to the engineer on ways to mitigate the impact on the property thereby reducing the cost to acquire the needed land and/or to reduce the owner's resistance to the project.

Having defined the problem the appraiser sets out to determine the value of the rights to be acquired. Since value is influenced by the use of the land, the appraiser must first determine what use will bring the

highest practical value to the property, e.g. open space, industrial, residential, retail or a combination of several uses. Only then can the appraiser seek out similar properties that have recently sold with which to base an opinion of value of the subject property. In Texas, buyers and sellers of real estate are not required to disclose the details of their transactions so the appraiser must really dig to locate sales whose terms can be confirmed and thus be used to estimate the value of the subject property and then to value the part to be acquired. The appraiser needs to establish a balance between being fair to the property owner and being fair to the taxpayer who eventually pays the bill.

For some this process seems to take a lot of time but the research required to produce credible results dictates that the appraiser methodically review the individual property, the project's impact on the property, what is happening in the marketplace – are trends rising, stagnant or dropping – and, specifically, are there sales of comparable properties available that can be used as a basis of value.

One measure of how well the appraisal process is working to acquire real estate for County projects is to look at what percentage of transactions are consummated without having to go to court. The vast majority of purchases are effected with a handshake between the County and impacted property owner – a true partnership arrangement which is a win-win for all.



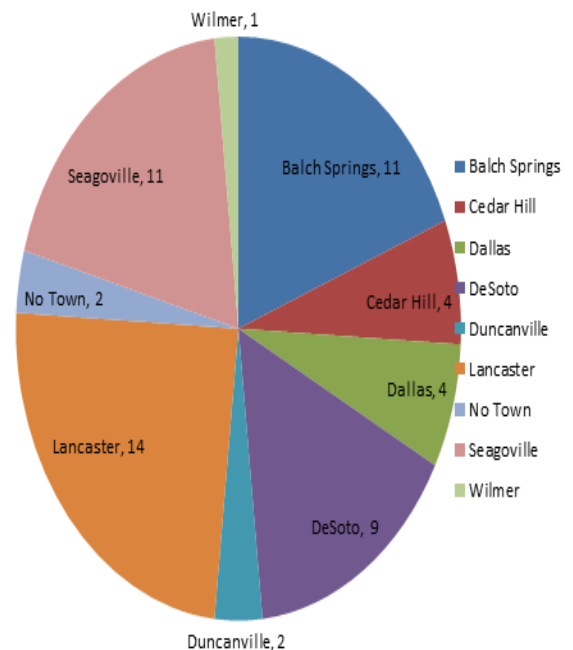
Dallas County Neighborhood Revitalization Program

By: Pam Easterling; Property

The administration of foreclosed properties has long been a challenging job of Dallas County. The Tax Foreclosure Resale Program, now the Neighborhood Revitalization Program is administrated by the Public Works, Property Management Division. The Program is opened to anyone interested in purchasing one or more of the available properties listed for sale. The resale of tax foreclosed properties serves to improve the neighborhoods of Dallas County by replacing blighted properties with new and improved ones; building new homes on vacant lots; and thereby returning tax exempt properties to the tax roll to generate tax revenue to fund government programs.

The Program was executed in two Phases. For Phase 1, Dallas County assists the taxing entities in the reselling of properties that had been struck off and where the cites and/or school districts are the trustee. For Phase 2, Dallas County enters into Interlocal Agreements (ILAs) with the taxing entities interested in participating in the Program, and in the event a property does not sell at the Sheriff's sale, it could be struck off to Dallas County, as Trustee.

Properties Sold by City for FY 2017





First...an empty lot



Completed project



Start of construction

Tax Foreclosed Properties for Resale by Dallas County, Texas are posted for public viewing/ downloading at:
<http://www.dallascounty.org/departments/pubworks/property-division.php>

Currently, Dallas County partners with twelve (12) taxing entities participating in the Program. The struck off properties are listed for sale by Dallas County and are sold pursuant to §34.05 of the Tax Code. The list is available on the Public Works Website.

Offers are submitted by completing the Program's Offer and Purchase Agreement available on the website and delivering to the Property Management Division with the required deposit in certified funds or money order. There is a standard deposit of \$1,500 for offers of \$15,000 or less. Offers greater than \$15,000 require a deposit of 10% of the offer amount. The full balance is due within thirty (30) days after formal acceptance by the Commissioners Court, after which a quitclaim deed to the purchaser will be executed and recorded.



For general information about how the program works, please check our FAQ page at:
https://www.dallascounty.org/Assets/uploads/docs/public-works/TaxFCResaleFAQ_01-18-2017.pdf



Utility Partners Awards Breakfast 2016





Dallas County Annual Utility Award Winners

Year	Utility Person of the Year	Utility Designer of the Year	Special Utility Partnering Recognition
2017	Chris Harrelson (Oncor)	Robert Adalpe (AT&T)	Joe Smith (Atmos) Allen Crawford (Oncor) Tim Starr (City of Dallas)
2016	Jorge Barrera (Spectrum)	Daniel Talamantez (Oncor)	T. J. Hunter (Atmos) David Stauder (TxDOT) Bryan Williams (Oncor)
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) Ocie O'Neil (Oncor) Andy Moore (TriTex Atmos) 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, P.E.
Assistant Director
Program Engineering and
Management



Interview with..... Our Previous Utility Partner of the Year 2016

Jorge Barrera (Time Warner Spectrum)

By Jack Tidwell, DCPW

How long have you been employed by Spectrum?

I've been holding my position through out many mergers and now with Spectrum for almost 22 years.

Tell us what it has been like working for Spectrum?

It's been an ongoing learning experience working for Spectrum.

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

I grew up in Garland Texas and graduated from South Garland HS, regretfully I did not attend a college. I

actually didn't choose my profession, the fact that I was looking for a new employer is what led me to Spectrum.

What is a typical day like in your current position?

A typical day at Spectrum is usually chaotic, I go from checking emails to putting out fires in a blink of an eye.

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

My first overhead line re-build project at Zion Rd and IH 30 in Garland has always been special to me. This project stands out specifically because I was training my inexperienced construction supervisor while testing my skills as an inexperienced aerial linemen. 18 years later I go by and still admire my sketchy work.

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

Although no longer with the company, I would say Mr. Rick Jaskula was my mentor. Early in my career Mr. Jaskula recruited me to come join his aerial construction team and was I was able to learn the trade under his wing. I've been in the construction/engineering department ever since.

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

I'm married with 2 children and 2 grandchildren. My daughter will be 25 years old and my son is 13 years old. My granddaughters are 1 ½ and 4 years of age. For fun my son and I coach and play a lot of baseball and we also mix in an occasional theme park vacation as a family.

What is the one thing no one would guess about Jorge Barrera?

Although everyone around me knows I'm a sports fanatic no one would guess that I played tennis for 2 years in middle school.



County Project Updates

County Project Updates			
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 Veloway 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
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 Veloway 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 1	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 Spr Trail Connection	Beckley Avenue at Overton Road through Oak Cliff to Van Cleave Drive in Dallas	District 3 and 4

PROJECTS UNDER CONSTRUCTION

PROJECTS BIDDING WITHIN ONE YEAR

Thank you to all our partners!



Dallas County Public Works Department