

The Connector

Volume 13 Winter 2021

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.

Essentials of Partnering

Trust
Commitment
Shared vision

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Essentially Connected

“You can’t lead the people, if you don’t love the people and you can’t save the people if you don’t serve the people.”

Dr. Cornel West

In last year’s newsletter, I mentioned that our department was turning the corner in 2020 with a vision of Moving Forward! With the support of Dallas County Commissioners Court, our department was embarking to complete our 7th Call for Projects under the Major Capital Improvement Program (MCIP). With the support of partnering agencies, as well as our utility partners, Dallas County, through previous calls, has implemented approximately \$1.6 billion of infrastructure projects within the region utilizing \$600 million of Dallas County funding for the past 20 years.

In November 2019, Dallas County Public Works (DCPW) received approximately 140 applications from city agencies to review for the 7th Call. Reviewing potential utility and right of way project cost estimates, as well as site visits, were key components for the matrix teams approach in early 2020 for these project submittals. Additionally, staff continued to move forward to complete regional construction projects such as Pleasant Run Road in the Inland Port Area as well as Spring Valley Road in the City of Richardson. The Year 2020



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

seemed to Move Forward in the right position and direction.

However, no one could have foreseen the impact of COVID-19 as well as other major events throughout the year. Throughout Dallas County, many departments moved forward on the frontline as ESSENTIAL WORKERS to maintain services and produce for our constituents in these trying times. DCPW also continued to be a valued partner and vital part of Dallas County through our role of delivering service and projects throughout the region. What was essential in achieving this was safety, as well as, staying connected virtually. As many staff

members started to work virtually from home, it was essential and imperative to provide a safe environment for our staffs, vendors, and contractors for work that was conducted in office locations as well as in the field. Additionally, our staff, through technology, worked close in hand with our elected officials to continue the move towards reviews and approvals for selected projects from the 7th Call for Projects, which was approved by the Commissioners Court in December 2020. Further, through our strategic objective to becoming an American Public Works Association (APWA) accredited organization, we embarked virtually with challenges and competitions to enhance and encourage teams to stay connected throughout the 2020 Year.

As Essential Workers on the frontline of project delivery, I would like to commend our staff as well as our partners for stepping up to your Calling to Lead and Serve the Public through these times that have affected us all.

Facilitating Essential Transportation Connections through the MCIP 7th Call for Projects

By
Jonathan Toffer

With the Dallas County Major Capital Improvement Program (MCIP) 7th Call for Projects the Dallas County Public Works department is working with the cities and towns to improve essential regional connectivity and mobility across the County. The MCIP 7th Call for Projects provide opportunities improving infrastructure for regional transportation networks guided by the recently adopted Dallas County Mobility Plan.

Beginning in 1999 with the 1st Call for Projects the MCIP Call for Projects has now been issued and approved by the Commissioners Court six times since 1999. The total project value for these projects is nearly \$1.6B to date. Dallas County has a total commitment of approximately \$600M towards these projects with participation from cities, towns and other agencies totaling approximately \$1.0B.



Jonathan Toffer
Assistant Director
Project Engineering and
Management Division
(PEMD)

This 7th edition of the MCIP Call for Projects is primarily for facilitating construction of regional transportation infrastructure during the targeted timeframe of FY2022 through FY2025. In FY2022 there will be \$60M available, then \$70M for each of the next three years (FY2023-FY2025) for a total of \$270M, leveraging a total of at least \$270M in required matching funds from cities, towns and other participating agencies. This will result in adding over \$540M worth of transportation infrastructure improving essential regional connectivity across Dallas County.

Key milestones and outcomes for the MCIP 7th Call-for-Projects process:

April 2019 Court approval of the Mobility Plan and authorizing 7th Call to begin
Informational workshops conducted by County at three different locations in June 2019
Cities submitted their applications by the extended deadline on October 18, 2019

Field evaluations and cost estimation of submittals through February 2020

Spring 2020 review of 7th Call submittals and recommendations with Commissioners

Finally, during Summer and Fall 2020 several online meetings occurred helping the County stay essentially connected with staff from municipalities that requested meetings with a commissioner to coordinate further on recommendations and priorities for approval in December.

There were 140 applications submitted to Dallas County from 24 cities with requests for County MCIP funding exceeding \$450M to leverage a total of \$1.03B in proposed improvements. This response is more than double 6th Call during which 59 applications from 15 cities requested over \$220M in County MCIP funding. The number of 7th Call submittals per district are shown below.

Facilitating Essential Transportation Connections through the MCIP 7th Call For Projects (continued)

Project Type or Candidate Categories

These 7th Call applications were evaluated using updated evaluation criteria developed from the Dallas County Mobility Plan that featured four project type or candidate categories. Previously projects selected for funding have been evaluated from one combined set of candidate projects for which the scoring criteria did not provide an adequate assessment for certain aspects of different types of projects. Given the diversity of desired mobility improvements, the updated evaluation criteria includes recognizing the variety of needs with four main project candidate categories that each can score up to the same amount of points:

Roadway Capacity & Connectivity – This category primarily includes widening projects and new roadway projects, but may also include multimodal corridors, access management projects, or other approaches to improve overall roadway efficiency.

Bicycle & Pedestrian – This category encourages projects that primarily create new connections or improve access for bicycles and pedestrians. These may include on- or off-street bicycle and pedestrian facilities, which may be in combination with other roadway improvements. Example projects may include the addition of sidewalks, trails, or bike lanes, as well as Complete Street or “road diet” corridor projects.

Safety – This category encourages projects that are focused on improving the safety on thoroughfares or multimodal facilities. This may include improvements related to mitigating vehicle crashes, traffic calming, intersection crossings, or other safety measures.



Innovative & Alternative Mobility Solutions – This category encourages projects that involve alternative or innovative mobility strategies, particularly those that reduce single occupancy vehicle traffic. This category may include a wide range of transit-related improvements, including rail transit, bus transit, fixed-route shuttle service, and ride-share service. It is also intended to provide flexibility for projects that may involve future transportation technology, such as connected and autonomous vehicles, high-speed rail, Hyperloop, and “smart cities” technology.

7th Call Applications by Project Type Category		
Category	Applications*	Notes
Roadway Capacity & Connectivity	56	Some roadway proposals also incorporating multimodal features
Bicycle & Pedestrian	46	Record number of submittals in this category.
Safety	23	County MCIP funding participation is only up to \$1.0M per project
Innovative & Alternative Mobility Solutions	15	Proposals range from Bus Rapid Transit to traffic signal controller improvements
TOTAL:	140	

* Based on evaluations

Facilitating Essential Transportation Connections through the MCIP 7th Call for Projects (continued)

Evaluation and Prioritization of Projects

The MCIP program is one of the primary implementation tools to help achieve the visions of a strong, diverse transportation system aiming to improve regional mobility, and the associated objectives of improved safety, economic competitiveness, environmental quality, and livability. As part of the recently adopted Mobility Plan, the MCIP evaluation criteria and project performance measures were evaluated to support the County vision goals and the interests of the local cities and transportation partners.

In addition to the recommended expansion of the candidate project type categories, an updated approach to the project evaluation goals and performance measures was recommended since it allows projects to be evaluated using both traditional criteria categories that maintain an emphasis on addressing traffic congestion and project delivery, and the addition of qualitative scoring criteria that put stronger emphasis on safety, multi-modal elements, community development and equity. The following summarizes the recommended project evaluation criteria categories:

Project Evaluation Criteria	Evaluation Criteria Description
Regional Mobility	This goal seeks to prioritize projects that affect multiple jurisdictions
Congestion & Traffic Impacts	This goal seeks to prioritize projects that maximize the efficiency of vehicular travel within the roadway network.
Multimodal Connectivity	Multimodal Connectivity This goal seeks to prioritize projects that enhance access and connectivity between multiple modes of transportation.
Economic Vitality	This goal seeks to prioritize projects that strengthen and increase economic opportunity and provide benefit to historically underutilized areas.
Environmental Stewardship	This goal seeks to protect environmental resources and prioritize projects that are compatible with the natural environment.
Safety	This goal seeks to prioritize projects that support a safe transportation system for all users.
Feasibility & Ease of Implementation	This goal seeks to prioritize projects that are shovel-ready or have demonstrated support among all project sponsors.

Implementation of 7th Call Projects facilitated by the Dallas County Mobility Plan

Through the MCIP 7th Call for Projects each city in Dallas County has been provided the opportunity to submit projects and funding requests based on what is most essential to serving their own local and regional transportation needs. In recent years, communities in Dallas County have increasingly expressed interest in implementing a wider range of mobility project types that address a variety of issues and with benefits that serve multiple road users.

In years past, most transportation projects were focused on constructing and widening roadways to support vehicle capacity. With the realization that we cannot build our way out of traffic congestion, the trend in mobility planning has moved toward building more livable, multimodal streets. This was reflected in the variety of applications submitted during the 6th Call for Projects in 2012, with many requests related to Complete Streets, improvements for active transportation, transit access improvements, and safety. And now with the 7th Call for Projects the range of applications reflects a continually growing interest for a stronger, more diverse transportation system for Dallas County.

Moving forward into 2021 and beyond the successful implementation of the pending approved projects supporting the Dallas County Mobility Plan objectives will require essential coordination in an ongoing collaborative effort between Dallas County and the cities of Dallas County to deliver the set of diverse candidate projects selected the submittal evaluation process. In order to deliver the essential regional transportation connectivity infrastructure improvements will require essential connectivity and coordination with staff from the cities and towns in Dallas County.

Engineering and Construction: Staying Connected

By Tewodros Tegene

Perhaps the saying, “The more things change, the more they stay the same” has never been truer for the Engineering and Construction Division than right now. In April of this year John Mears retired as our Assistant Director. His contributions over 20 years have made an immeasurable impact on our Department. Even in the midst of a pandemic where we have a significant amount of E&C staff working from home, we are completing projects in part because of his leadership and work ethic. He showed us how to maintain good working relationships with stakeholders, contractors, and cities.

The Public Works Department has been designated as essential during the pandemic. We are preparing for new beginnings, as we plan for a future that includes delivering projects, APWA accreditation, and moving to the Records Building. One of our main focal points is the safety of our construction staff as they are vital to our project delivery. Dallas County construction projects have continued to progress even in the face of a global pandemic because of their daily sacrifice. We have developed action plans for them to follow that will help keep them safe. We have also encouraged all contractors to submit action plans for all active construction projects.



Jimmy Vermillion, a Chief Inspector, has become one of our unsung heroes. In the beginning of the pandemic, he built a structure covered with clear shower curtains to create a protective barrier around our Administrative Assistant. He also provided homemade masks to the Public Works staff. Although Jimmy followed all safety protocols, he contracted the Coronavirus. He has been through a lot medically, but he has never given up. Amazingly, he has found ways to contribute to our team while he was recovering. He has helped review upcoming construction project plans as well as COVID-19 Action Plans for construction projects. He also made himself available to answer any questions from the field inspectors or project managers. Jimmy has shown us what it truly means to be essential; and we are grateful to him for his selflessness and dedication to the Public Works Department.

The pandemic has provided a unique way of doing business within the Dallas County Public Works Department. The thought of using Microsoft Teams or ZOOM to conduct or attend meetings had never been a possibility before. The Project Managers and the design staff have been working from home since April, and we are using this technology to continue to stay connected. While working from home, Project Managers still go to the field on a weekly basis to check the progress of construction activities. Engineering and Construction will have completed seven projects this year totaling almost \$70 Million in infrastructure improvements. These projects include Cockrell Hill Road, Pleasant Run Pump Station, Spring Valley Road, Langdon Connector, Pleasant Run Trail, Denton



Drive, and Pleasant Run Roadway. The dedication of our inspectors and project managers, along with the continued utility coordination with our utility partners have led to the timely completion of these projects.

As we anticipate becoming an American Public Works accredited agency, we are completing our self-assessment effort that includes reevaluating existing policies as well as developing new ones. Accreditation is a major step in a program of continuous improvement of public services.

We have begun preparing for our move to the Records Building. It is a County-wide mandate to digitize documents at least in part due to the move because there will be less space available for everything including hard copy files. Digitization improves productivity and enhances information preservation. The Engineering and Construction Division has made digitization a priority by taking inventory of the Division files, reference material, and equipment. We plan to move to the new building in 2021.

The year 2020 has not been without its challenges, but we have remained consistent in our efforts as a team to deliver projects. As we take the journey toward new beginnings in 2021, we will continue to be essential and communicate effectively to remain connected at the highest level possible.

Tales from an Old Timer: Chapter 37 – “The Telephone” – Essentially Connected (as Andy Rooney would commiserate...)

As an enterprising young kid, I would string two cans together with one can at one end of the string and a can at the other end. That was my “telephone network”. Of course, I needed an accomplice for my entrepreneurial experiment (and no it was not Alexander Graham Bell). The longer the string the more validation was noted for that day’s success.

During the time of my “telephone networking” (1950’s) I lived on a farm. I was envious of the grown-ups who got to use the big-time phone. There was a little crank on the side of the phone (which hung on the wall) which they would turn in fast spurts and then in longer spurts. It was like Morse code. I realized they were ringing someone based on this Morse code. Mrs. Sanderson or Mrs. Clark would usually answer, sometimes Mrs. Arnold. (I could tell who answered because my Mom would announce their names along with her name). There would be times when three or more would be on the line at the same time. It was called a “party” line. Occasionally I could hear my Mom ask if anyone else was listening in on the conversation (they were the gossipers).

To my amazement, I witnessed a different type of phone when visiting my grandparents who lived in the big town of Joplin, MO. This one had one device with a cord on it connecting it to a base. The device allowed you to both speak into it and hear from it. The base had a circular wheel on top with holes and numbers positioned inside the holes. You would stick your finger in the hole with the number you wanted to dial and spin the rotating wheel around. (As a side note, wouldn’t it be nice to bring this type phone back to punish the robo callers, maybe their fingers will fall off and that will stop today’s annoying calls. ...the Old timer gets a little grouchy at times).

Most young people today do not know what a pay phone is. But an old timer like me remembers. I would save my quarters in order to call my girl friend in Dallas, TX. (At the time I was on a job site in Louisiana out in the boonies and yes in the 1970’s they still had a party line in the trailer court where I lived). When calling long distance via a pay phone, a person had to go through an operator. They would instruct you as to how much money to insert into Ma Bell’s pocket. Of course, the dreaded time would come when the operator (she was polite but firm) would come on the line and give you an ultimatum – either put in more coins or you will wind up “Essentially Dis-connected”. I would begin praying “O Lord please let me have one more dime” as I frantically dug down into my pocket. Yes, unsympathetic Ma Bell took my last dime in order for me to properly say goodbye to my sweetheart.

Speaking of long distance, back then a person did not have to dial an area code to speak to someone two blocks away. Another “back then” tidbit, phone numbers started with letters such FLI-3XXX. In the 1980’s I saw an ad in the paper that stated if you come to east Texas and look at property your name will be entered into a contest. Even if you don’t buy a piece of property, the ad stated that you were guaranteed to win a prize ranging from a new TV set to a car phone. At that time car phones were something that executives had in their cars. So, I went and guess what I won a car phone!! (The phone was shaped in the form of a car. I still have it).

Fast forward today (2020), the old timer’s head is spinning with all the new revelations from the past decades of change. Southwestern Bell

is now AT&T, cordless phones – now called cell phones, copper wiring replaced by fiber optic wiring, VOIP, 3G, 4G and now 5G. By the time this reminiscing article of an old timer hits the Dallas County Public Works newsletter/newsstands, we will probably have 10G. I like the sign that hangs in the venerable Records Grill downtown. “No Wi-Fi – speak amongst yourselves”. I will say that the old timer and Pubic Works speak amongst our selves in today’s pandemic environment – yes, using this new-fangled technology called TEAMS. Thankfully, we can also communicate with our valued utility partners during this time of separation! We may be getting older, but progress continues, ... even as the journey of an old timer continues... (Thank you taking the time to read snippets from “Tales from an Old Timer” - Les St. John, A.D., PMUC Division of Public Works)

Sign Shop Striping

By

Noe Villarreal, Stanley Brewer, and Hilarian “Ollie” Olvera,

The Dallas County Sign Shop under the direction of Stanley Brewer is located at 1506 E. Langdon Road and is part of Road and Bridge District 3 operations.

The Sign Shop provides striping services for 15 cities yearly generating approximately \$400,000 with the City of Dallas coming on board next year. Most of the striping work takes place in late spring and through the summer when the weather is more desirable.

The Sign Shop crew stripes an average combination of 450 road miles per year for the cities and 179 road miles yearly for the unincorporated areas within Dallas County.

Each year, cities within Dallas County identify Type B (roadways of cross-county significance) and Type E (local streets and alleys) roadways that need help with striping. The County, through its Master Agreements with the cities, develop Project Specific Agreements (PSA’s) that identify the responsibilities, schedule, and costs associated with these striping projects. For Type B Roadways, the cost is split with 50% of the cost being paid by the County and the City paying the other 50%. For Type E Roadways, 100% of the striping cost incurred by the City.

The Sign Shop also performs monthly inspections for 26 bridge-class culverts, inspects four dams within Dallas County, conducts traffic studies (traffic counts and speed limit studies), and inventory and maintenance of traffic signs on all of the county roads.

The Sign Shop will be retiring a 15-year old striping equipment machine next year and replacing it with a new “Urban Liner Municipal Oriented Air-Atomized Paint Application Striping Machine”. The frequent repairs of the mechanical breakdowns was not being cost effective. This new striping machine will be equipped with two 120-gallon stainless ASME certified pressure vessels for storage of paint. One vessel shall have a capability of carrying 120 gallons of white paint and the other a capacity of 120 gallons of yellow paint. It will also have a capacity of 2,100 lbs. of glass spheres (beads). The old machine can only carry half of the amount of paint and beads, which will eliminate stopping to refill the machine, saving time and completion of projects much faster. This new equipment will make the operation more cost efficient with the improvements being faster paint application, more precise material application, and less mechanical breakdowns.

We are very excited about the striping equipment replacement. The Cities will see a major improvement in the timing and the overall product they will be receiving.

The Race to Staying Essentially Connected

By

Zataria Pirtle

This year Dallas County Public Works created an inner-office competition themed after the popular TV show, *The Amazing Race*. Our contest titled the “*Amazing Race, Tour de St. Louis*” outlined an eight stage journey of challenges to reach the destination, St. Louis, MO, to retrieve our American Public Works Association (APWA) accreditation certificate.

The employees formed nine teams composed of four to six members each. Throughout the eight stages of the contest, the Assistant Directors selected a series of challenges that catered to our departmental performance objectives: Revolutionize Effectiveness, Leverage Technology, Revitalize Partnering, Prepare for the Future, and Invest in People. Each team was given the opportunity to not only receive points for each challenge they completed, but also receive Stars, Badges, and Banners that they are able to display to represent their many accomplishment throughout the competition.



There were many challenges the teams completed with outstanding execution. The teams showcased the



diversity of our department through vision boards and logo designs. They did a spectacular job creating face masks in the effort to stay safe during the pandemic. They went above and beyond to work as a team to learn about virtual/technological platforms in order to have meetings, share documents,



and implement digital workflow ideas.

In the last stage of the competition, the Amazing Racers were tasked with the challenge of giving a virtual presentation emphasizing New Beginnings and highlighting a preparedness for the future topic at our 2020 Annual Strategic Planning Workshop. The workshop was a successful virtual event starring the Amazing Racers and their content. Also, for the last stage there was a wonderful panel of judges and with their dedication, support, and valuable opinions points were allocated to each team based on their performance. At the end of the contest the team with the most points was crowned the winner and named the team that would travel to St. Louis, MO for the APWA event on behalf of DCPW. DCPW utilized the “*Amazing Race, Tour de St. Louis*” as an avenue to complete departmental objectives, keep everyone engaged and connected, and foster creativity.



Medical District Drive Project Status

By

Tushar Solanki

Mr. Tushar Solanki has been working on the Medical District Drive project even before a design consultant (Jacobs Engineering) came on board back in the summer of 2012. The construction phase started April of 2018. The low bid quoted by Structural Assurances, LLC was for \$14,368,982.70. The team of inspectors on this project are Chris White and Alexander Mariani.

The project consists of pavement, stormwater and water line utilities, traffic signals, sidewalk, landscape and a railroad overpass bridge. The task undertaken includes stakeholders' partners from the Medical District hospitals, City of Dallas, TxDOT, DART, TRE, ONCOR, AT&T, Verizon, Frontier, Spectrum, private companies, and Dallas County among others.

The underground and aerial utility challenges have come from many directions. The challenges involved active and old abandon lines which are the hardest to find the owners. Some of these utilities are water lines, communication cable runs, electrical transmission/distribution ONCOR lines, traffic signal lines, and manholes. Paul Cooper, from Dallas County Public Works Utility Section, has helped navigate thru some critical obstacles.

The removal of the existing "H" driven piles was an early challenge. The construction plans had to be modified to leave the stubs of piles in place. The new foundation design for the eastside abutment wall for the bridge is part of the existing "H" driven piles and newly installed "H" driven piles.

When COVID-19 occurred, the prime contractor along with the primary utility subcontractor were hit hard with high numbers of their crews infected. The prime contractor lost 40% of their work force and the utility subcontractor had 15 people infected. The unfortunate thing is that any new labor had to have the "Railroad Safety Training" certification card. Deadlines and milestones have been missed, but there are new schedules that are being worked towards. The project completion time is by early 2022.

Railroad Safety Training Session

By

Tushar Solanki

Dallas County Public Works (DCPW) staff got straddled with finding a conference room that could accommodate around 45 people for a training session called Railroad Safety Training. The training took place on June 23, 2020. The COVID-19 guidelines for accommodating a large group made it challenging to find within the county a conference room that could handle a group of this size. We were rescued by Commissioner Dr. Theresa Daniels and her staff. The East Dallas Precinct #1 conference room facility is COVID-19 guidelines approved to accommodate 49 people.

DCPW hosted the training recertification seminar called Railroad Safety Training. The certification mandates that all staff and crew (county, prime contractor and subcontractors) working the Medical District Drive project site near the railroad tracks have taken this training.

Noe Villarreal went over the safety guidelines in English and Spanish for COVID-19 before going into the building. They were instructed about social distancing, wearing masks, hand sanitation plus other formalities.

Commissioner Dr. Daniels welcomed the attendees at the beginning of the session. Forty three people took the training of which approximately 25 of them spoke English as a Second Language (ESL). With the instructor not speaking Spanish, Noe Villarreal helped with the translation of the course. The course exams were taken in English and Spanish. Mr. Villarreal must have done a great job! We had 100% passing rate.

Employees from Dallas County, Structural Assurance, LLC (prime contractor) and North Texas Contracting (utility subcontractor) were present. The employees from Dallas County attending were Tushar Solanki, Paul Cooper, Chris White, Alex Figueroa and Noe Villarreal.

Utility Conflicts - Ready ORR Not

By

Paul Cooper

Ready ORR not, utility conflicts will arise during construction even when you have done your due-diligence in planning stages. ORR which is the county's motto "zero relocations of relocations" which means to move utilities only once.

One of the more interesting projects Dallas County Public Works (DCPW) is managing is Medical District Drive. This project involves the reconstruction of the railroad bridge serving Amtrak, BNSF, and Trinity Railway Express (TRE). This project is managed by Tushar Solanki, P.E. and the inspection performed by Chris White and Alex Figueroa.



As you would guess, the preliminary subsurface utility engineering (SUE) for this project revealed a variety of utilities that would require navigating around and relocating. Subsurface electrical lines were encountered at depths not anticipated. In addition, communication lines were uncovered during excavation which provided critical service to the surrounding hospitals. AT&T and ONCOR were especially helpful in relocating their utilities and working within our schedule. Jacobs Engineering was instrumental making engineering adjustments for accommodating utilities. An example of the coordination (AT&T and Jacobs) can be seen where the top of the box culvert was modified to accommodate multiple telecom the conduits crossing on top.

This project also has a 137-foot bridge that was assembled on site (see picture), and then transported about 600 feet into place on November 6, 2020. Structural Assurance LLC, (the prime contractor) was instrumental in planning the move. Utility preparation consisted of de-energizing ONCOR's 13.2 KV lines and removing low voltage lines crossing the road to attain necessary clearance.



Another unique project DCPW recently completed was the Wilmer/Pinto Pump Station and Water Line. This project was jointly funded by Lancaster, Wilmer and Dallas County (50%). Gracon Inc. was the contractor for the pump station and North Texas Contracting was responsible for installing the 16"-inch water line. Both jobs were part of the Pleasant Run Corridor that had multiple utility relocations including AT&T, Atmos, and ONCOR. The project manager was Ray Banks, P.E. and Ronnie Cox lead the inspection. The project consisted of a \$2.7 Million water line and \$6.3 Million ground storage and pump station. A 1,000,000-gallon ground storage and a 500,000-gallon elevated water tower were constructed to supply water to Wilmer from Lancaster. This inlet port project is planned to facilitate future industrial commercial residential development.



Finally, construction progress has been challenging to hit milestones because of the Covid-19 measures of scaling back workforces. DCPW employees have transitioned to conducting meetings online with TEAMS. One of the ways DCPW has stayed connected during COVID-19 was having a competition masks. We had teams compete against each other on mask design. See Noe Villarreal representing Big Crappie Crew. The mask was designed by Darrell Young (Sign Shop Sr. Field Technician) & his wife Shelly.



Read our interview with Richard on Page 17

DCPW Utility Partner Awards 2019



Utility Partner of the Year
Richard Brewster (Oncor)

Craig L. Robicheaux, P.E. (Supervisor)



Award Recognition at Commissioners Court

Back Row: Commissioner Dr. Theresa M. Daniel (District 1) • Commissioner J. J. Koch (District 2) • Judge Clay Lewis Jenkins (County Judge) • Commissioner John Wiley Price (District 3) • Commissioner Dr. Elba Garcia (District 4)

Front Row: Joe Bernal (DWU) - Special Utility Partnering Award • David Alpha (Iconic Consulting) - Utility Designer of the Year • Curtis Sparks (Atmos Energy) - Special Utility Partnering Award • Richard Brewster (Oncor) - Utility Partner of the Year • Peter Russell (AT&T) for David Nutt (AT&T) - Special Utility Partnering Award • Jacqueline Culton (City of Duncanville) - Special City Partnering Award • Alberta Blair (Director, Dallas County Public Works)



**Utility Designer of the Year
David Alpha
(Iconic Consulting)**

Keith Britton, (Supervisor, Iconic Consulting)

**Special City Partnering Award
Jacqueline Culton
(City of Duncanville)**

Greg Ramey, P.E. (Public Works Director,
City of Duncanville) (right)



**Special Utility Partnering Award
David Nutt
(AT&T)**

David Nutt is the third person from the right.

**Special Utility
Partnering Award
Joe Bernal
(DWU)**

Commissioners' Court on February 18, 2020



**Special Utility
Partnering Award
Curtis Sparks
(Atmos Energy)**

Ed Ostrovich (Engineering Manager, AT&T)



**2020 Special Special
Award
John Mears
(City of Mesquite)**

Recent Utility Partner Award Recipients

Year	Utility Partner of the Year	Utility Designer of the Year	Special Utility Partnering Recognition
2019	Richard Brewster (Oncor)	David Alpha (Iconic Consulting)	Jacqueline Culton (City of Duncanville) David Nutt (AT&T) Joe Bernal (Dallas Water Utilities) Curtis Sparks (Atmos Energy)
2018	Jim Chase (Oncor) Ed Ostrovich (Atmos)	Joyce Ingram (CobbFendley)	Edwidge Alexandre (Oncor Trans) Brice Cassell (Atmos) Chris Dyser (City of Balch Springs) Tim Hollingsworth (AT&T)
2017	Chris Harrelson (Oncor)	Robert Aldape (AT&T)	Allen Crawford (Oncor) Joe Smith (Atmos) 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)





Utility Partners Awards Breakfast 2019



PROJECTS UNDER CONSTRUCTION

Project #	Project	Limits	District
MCIP 10217B_4	Denton Drive, Phase I	Walnut Hill Lane to Royal Lane, Dallas	4
MCIP 30228_4	Medical District Drive	I-35 to Harry Hines Boulevard (includes bridge over railroad yard), Dallas	4
MCIP 31403	Pleasant Run Road	Lancaster-Hutchins Road to Millers Ferry Road, Wilmer & Lancaster	3
MCIP 47302_3	Wintergreen Road	Intersection of Wintergreen Road, Main Street and Duncanville Road, Duncanville, DeSoto and Cedar Hill	3
MCIP 31405	Sunrise Road	Belt Line Road to Pleasant Run Road, Lancaster & Wilmer	3
MCIP 40811	Camp Wisdom Road	Carrier Parkway to FM 1382, Grand Prairie & Dallas	4
MCIP 22804	Sachse Road	SH 78 to Miles Road, Sachse	2
Open Space 90162	Cedar Crest — Honey Springs Trail Connection	Beckley Avenue at Overton Road, Oak Cliff, to Van Cleave Drive, Dallas	3 & 4

PROJECTS BIDDING WITHIN ONE YEAR

Project #	Project	Limits	District
MCIP 11902/31901	Military Parkway	Rodeo Drive to Military Parkway, and Rodeo Center Boulevard to Galloway Avenue, Mesquite	1 & 3
MCIP 30221_4	Riverfront Boulevard	Cadiz Street to railroad tracks, Dallas	4
MCIP 30226_4	Cockrell Hill Road	La Reunion Boulevard to Singleton Boulevard, Dallas	4
MCIP 40810	Wildlife Parkway	SH 161 to Belt Line Road, Grand Prairie	4
CDBG 6-CD03-M	Adams Street Waterline	Hart Street to Dewberry Street, Wilmer	3
CDBG 6-CD-03-L	Morgan Heights St./ Godwin Ave.	S. Uhl Road thru Lillian Avenue to the east Subdivision Boundary	3
CDBG 6-CD02-T	Bois D'Arc Road Waterline	Combine Road to Jimmy Lane, Combine	3
CDBG 6-CD02-Y	Dempster Avenue Watermains & Drainage	Burns Avenue to McLean Road	4
Open Space 90138	Heritage Trail	Mesquite Trail north under US 80 to Towne Center Drive, Mesquite	3
Open Space 90155	Chalk Hill Trail	Chalk Hill Road west to DART's Westmoreland Station, Dallas	4
Open Space 901049	Cypress Waters Trail	Olympus Blvd to South Side of the Cotton Belt Rail Station	2

Interview with.....**Utility Partner of the Year 2019****Richard Brewster (Oncor)***Distribution Major Design Manager*

Where did you go to school? I graduated Westwood High school in Palestine TX and from Tyler Junior College.

What did you study? Power distribution at TJC as part of the Texas Power & Light co-op program.

What do you like to do in your spare time? Anything outdoors, but I'm a certified scuba diver and really enjoy being underwater somewhere.

What would you like to tell us about your family? Married to Dana since 1988, 2 adult children, and 2 very spoiled little granddaughters (to my daughter's dismay sometimes).

What attracted you to engineering? How did you come to work for Oncor? I was hired out of high school in 1982 to enter the TP&L co-op program and I've always wanted to do some type of engineering. This program enabled me to attend college and not have to pay for it!

How long, and in what capacities, have you worked for Oncor? I started in 1982 and have worked in engineering/design ever since, 38.5 years.

What are some of the positive aspects of working for Oncor? Too many to note, but I really like the inclusion that is offered by management. By this I mean everyone has the freedom to express opinions/ideas on what may make operations work better. There is even a program that is available for that very thing. It's also a large company that doesn't always feel like one.





Old Red Museum
100 S. Houston Street
Dallas, TX 75202
214-745-1100
www.oldred.org



Dallas County Public Works
411 Elm Street, 4th Floor
Dallas, TX 75202
214-653-7151
www.dallascounty.org



Dallas County Records Bldg.
509 Main Street
Dallas, TX 75202
www.dallascounty.org



*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

Alberta Blair P. E.
Director
Department of
Public Works

Tushar Solanki, P. E.
Assistant Director
Transportation &
Planning

Jonathan Toffer
Assistant Director
Program Engineering
and Management

Les St. John, P. E.
Assistant Director
Property Management
&
Utility
Coordination