

RESOLUTION NO. 65-2003

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS, AUTHORIZING THE MAYOR TO EXECUTE A SUPPLEMENTAL AGREEMENT TO THE MASTER AGREEMENT GOVERNING TRANSPORTATION MAJOR CAPITAL IMPROVEMENT PROJECTS WITH DALLAS COUNTY TO PARTICIPATE IN THE DESIGN AND CONSTRUCTION OF PAVEMENT, SIDEWALKS AND DRAINAGE IN CONJUNCTION WITH THE RECONSTRUCTION OF PIONEER ROAD FROM BRUTON ROAD TO BELT LINE ROAD; AND PROVIDING AN EFFECTIVE DATE THEREOF.

WHEREAS, the City of Mesquite has requested and Dallas County has agreed to participate in the design and construction of pavement, sidewalks and drainage in conjunction with the reconstruction of Pioneer Road from Bruton Road to Belt Line Road; and

WHEREAS, the Interlocal Cooperation Act, V.T.C.A., Texas Government Code, Chapter 791, provides authorization for any local government to contract with one or more local governments to perform governmental functions and services under the terms of the Act; and

WHEREAS, the City of Mesquite and Dallas County entered into a Master Interlocal Agreement on June 5, 2001, providing for the design and construction of transportation improvements on roadways inside Dallas County with the City of Mesquite that are on the North Central Texas Council of Governments' Regional Thoroughfare Plan and approved for participation for the Program Years 2004, 2005 and 2006.

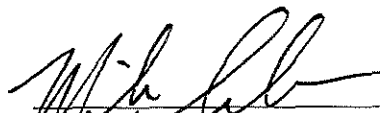
WHEREAS, a Supplemental City/County Agreement between the City of Mesquite and Dallas County will allow the design and construction of pavement, sidewalks and drainage in conjunction with the reconstruction of Pioneer Road from Bruton Road to Belt Line Road in an amount not to exceed \$8,500,000.00.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

SECTION 1. That the Mayor is hereby authorized to execute the Supplemental Agreement to the Master Agreement Governing Transportation Major Capital Improvement Projects attached hereto as Exhibit "A" between the City of Mesquite and Dallas County for the design and construction of pavement, sidewalks and drainage in conjunction with the reconstruction of Pioneer Road from Bruton Road to Belt Line Road in an amount not to exceed \$8,500,000.00.


SECTION 2. That this resolution shall take effect immediately from and after its passage.


DULY RESOLVED by the City Council of the City of Mesquite, Texas, on the 17th day of November, 2003.

  
\_\_\_\_\_  
Mike Anderson  
Mayor

ATTEST:

APPROVED:

  
\_\_\_\_\_  
Judy Womack  
City Secretary

  
\_\_\_\_\_  
B. J. Smith  
City Attorney

STATE OF TEXAS

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COUNTY OF DALLAS

§

**SUPPLEMENTAL AGREEMENT TO MASTER AGREEMENT GOVERNING  
TRANSPORTATION  
MAJOR CAPITAL IMPROVEMENT PROJECTS**

**THIS SUPPLEMENTAL AGREEMENT TO THE MASTER AGREEMENT GOVERNING TRANSPORTATION MAJOR CAPITAL IMPROVEMENT PROJECTS ("MASTER AGREEMENT")** is made by and between the City of Mesquite, Texas, hereinafter called "CITY", and the County of Dallas, Texas, hereinafter called "COUNTY", acting by and through its duly authorized officials, for the purpose of Transportation Improvements on **PIONEER ROAD** from **BRUTON ROAD** to **BELT LINE ROAD** inside Dallas County which is on the North Central Texas Council of Government's Regional Thoroughfare Plan.

**Article I. INCORPORATED DOCUMENTS**

This SUPPLEMENTAL AGREEMENT incorporates the MASTER AGREEMENT authorized by Court Order 2001-1075 dated June 25, 2001; the attached MEMORANDUM OF AGREEMENT; and ATTACHMENTS, as if each was reproduced herein word for word. The MEMORANDUM OF AGREEMENT was produced by the collective effort of all parties at the Pre-design Charrette held for this project on September 11, 2003. Together with the ATTACHMENTS, it defines the scope of the project with an agreed upon preliminary alignment.

**Article II. EFFECTIVE DATE**

This SUPPLEMENTAL AGREEMENT becomes effective when signed by the last party whose signing makes the respective agreement fully executed (The "Effective Date").

**Article III. FISCAL FUNDING CLAUSE**

Notwithstanding anything to the contrary herein, this AGREEMENT is expressly contingent upon availability of COUNTY funding for each item and obligation herein. CITY shall have no right of action against the County of Dallas as regards this AGREEMENT, specifically including any funding by COUNTY of the Project in the event that the COUNTY is unable to fulfill its obligations under this AGREEMENT as a result of the lack of sufficient funding for any item or obligation from any source utilized to fund this AGREEMENT or failure of any funding party to budget or authorize funding for this AGREEMENT during the current or future fiscal years. In the event of insufficient funding, or if funds become unavailable in whole or part, the COUNTY, at its sole discretion, may

**SUPPLEMENTAL AGREEMENT**– 10/03/03  
**PIONEER ROAD-MESQUITE**

provide funds from a separate source or terminate this AGREEMENT. In the event that payments or expenditures are made, they shall be made from current funds as required by Chapter 791, Texas Government Code.

Notwithstanding anything to the contrary herein, this AGREEMENT is expressly contingent upon the availability of CITY funding for each item and obligation contained herein. COUNTY shall have no right of action against the CITY as regards this AGREEMENT, specifically including any funding by CITY of the Project in the event that the CITY is unable to fulfill its obligations under this AGREEMENT as a result of the lack of sufficient funding for any item or obligation from any source utilized to fund this AGREEMENT or failure of any funding party to budget or authorize funding for this AGREEMENT during the current or future fiscal years. In the event of insufficient funding, or if funds become unavailable in whole or part, the CITY, at its sole discretion, may provide funds from a separate source or terminate this AGREEMENT. In the event that payments or expenditures are made, they shall be made from current funds as required by Chapter 791, Texas Government Code.

**Article IV. CITY COVENANTS AND AGREES AS FOLLOWS:**

- A. To execute the necessary agreements for the implementation of design and construction of the **PIONEER ROAD PROJECT** mutually agreed upon and incorporated herein by this SUPPLEMENTAL AGREEMENT.
- B. To provide City Council Resolution adopting approved preferred alignment as described in the attached MEMORANDUM OF AGREEMENT.
- C. To escrow an amount adequate for initial project costs as determined by County within 30 days of notification by County. County may use escrowed funds to pay for initial professional services required for scoping, preliminary and primary design.

**Article V. COUNTY AGREES AS FOLLOWS:**

To provide project management of the Project as County is designated LEAD AGENCY from commencement of planning to completion of construction.

The City of Mesquite, State of Texas, has executed the Agreement pursuant to duly authorized City Council Resolution 65-2003, Minutes \_\_\_\_\_ Dated the 17 day of Nov., 2003.

The County of Dallas, State of Texas, has executed this agreement pursuant to

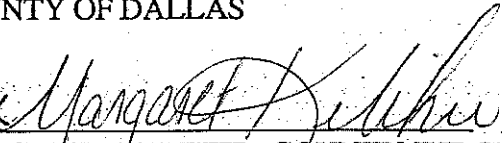
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Commissioners Court Order Number 2004-054 and passed on the 6th day of January, 2004.

CITY OF MESQUITE

COUNTY OF DALLAS

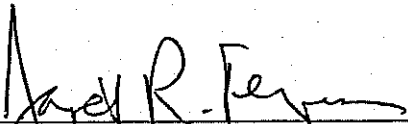
BY   
TITLE - Mike Anderson - Mayor

BY   
MARGARET KELHER, COUNTY JUDGE

ATTEST   
CITY SECRETARY \ ATTORNEY

APPROVED AS TO FORM:

Approved as to form:

  
Janet R. Ferguson, Chief, Civil Section  
Dallas County District Attorney

  
Assistant City Attorney

**MEMORANDUM OF AGREEMENT**  
**PIONEER ROAD PROJECT 21902**  
 (Bruton Road To Belt Line Road)

September 11, 2003

The following representatives were present for the discussion and consensus formed at the  
 Pre-design Charrette held September 11, 2003 at City facilities.

**DALLAS COUNTY**

Mike Cantrell  
 Donald Holzwarth  
 Alberta Blair-Robinson  
 Charley Cummings  
 John Mears  
 James Walsh  
 Janet Norman

**APM & ASSOCIATES,  
 INC.**

Afisu Olabimtan  
 David Pelletier

**CITY OF MESQUITE**

Ray Brown  
 John Alexander  
 Cliff Keheley  
 Matthew Holzapfel  
 John Monaco  
 John Frame  
 Timothy M. Tumulty  
 Marco A. Cisneros  
 Lauren Miller

**SOUTHWESTERN**

**BELL**

Brandy Fredrick  
 Steve Garner

**ONCOR, INC.**

Jackie McBeth

1. The scope for the Pioneer Road Project is defined in the attached Charrette Design Criteria (Scope Items)(**Attachment A**).
2. Dallas County will be the LEAD AGENCY for the project and provide project management including management of the design engineering consultant contract with APM & Associates, Inc., consultant for the project. The Dallas County Project Manager for the project will be John Mears, P.E.
3. A consensus regarding Pioneer Road typical section and alignment (exhibit dated 9/11/03) and known issues was reached at the Pre-design Charrette.
4. Funding allocations will be as specified in the attached "Current Cost Estimates and Funding Sources."(**Attachment B**) In the event that the estimated costs need to be revised, the percentages reflected in the dollar amounts shown will remain constant, subject to approval from the City of Mesquite and Dallas County.
5. The proposed schedule was established in the attached "Proposed Project Schedule." (**Attachment C**) The consultant will review shortening the schedule in each place where it is possible.
6. All issues as resolved in the attached "Pre-design Charrette Meeting Notes" are incorporated into this MEMORANDUM OF AGREEMENT for all purposes.

**PRE-CHARRETTE SCOPE ITEMS****PROJECT NAME: PIONEER ROAD**

(Bruton Road to Belt Line Road)

Project No. 21902

Date: October 1, 2003

PROJECT LENGTH: 1.64 miles**PAVEMENT AND ALIGNMENT TOPICS****PAVEMENT SECTION**PAVING DESIGN CRITERIA      City Standard

ROW WIDTH:

Existing : Varies from 60' to 80'Proposed : 80' Minimum

PAVEMENT WIDTH:

Existing:      22' to 24' AsphaltProposed:      2 - 25' B-B (12' Driving Lanes)No. of lanes proposed: 4 Lanes (2 on each side of Median)

PARKWAY:

Proposed Width VariesProposed Sidewalk Width 5' MinimumParkway cross fall slope maximum 2% (ADA)

GRADE REQUIREMENTS:

Is TC 6" below adjacent ground criteria to be followed? For North Side, Yes; for South Side, this will be difficult.Any deep cuts, high fills ? Yes, at bridges

PAVEMENT CROSS FALL

PROPOSED      2%MINIMUM      2%MAXIMUM      3%

PRE-CHARRETTE SCOPE ITEMSPROJECT NAME: PIONEER ROAD

## VERTICAL GRADE:

MINIMUM 1% PreferredMAXIMUM 6%

## CENTERLINE ALIGNMENT POSITION:

IN CENTER OF EXISTING ROW ? Yes, near Bruton; may need to change curve

OFFSET FROM CENTER -----

ON BRAND NEW ALIGNMENT? -Near Bruton- may be neededLEFT TURN LANES: YesMINIMUM LENGTH: 100' - More @ Wilkinson & McKenzieMINIMUM STORAGE: 100'WIDTH 10' - 6"

ANY DUAL LEFT TURN LANES? YES \_\_\_\_\_

NO  XANY FREE RIGHT TURN LANES? YES X, at Wilkinson & Belt Line

NO \_\_\_\_\_

CRASH CUSHIONS / ATTENUATORS INVOLVED YES \_\_\_\_\_

NO  X

RAILROAD CROSSINGS INVOLVED YES \_\_\_\_\_

NO  X



PRE-CHARRETTE SCOPE ITEMS

PROJECT NAME: PIONEER ROAD

PAVEMENT STRUCTURE

DESIGN WHEEL LOAD HS-20

BUS AND HEAVY TRUCK TRAFFIC YES X  
NO \_\_\_\_\_

ROADWAY CLASSIFICATION A4D

MINIMUM PAVEMENT STRUCTURE THICKNESS: 10"

MINIMUM PAVEMENT BASE OR SUBGRADE THICKNESS: 8" lime subgrade

DESIGN SPEED 45 MPH

POSTED SPEED 40 MPH

MEDIANS

MEDIAN WIDTH 13' Minimum

ANY MID BLOCK OPENINGS TO CONSIDER? YES X -Park  
NO \_\_\_\_\_

ANY SIDE STREETS TOO CLOSE FOR OPENING? YES X  
NO \_\_\_\_\_

STANDARD TURN LANE WIDTH 10' - 6"

STANDARD NOSE WIDTH 3' back of curb to back of curb

PRE-CHARRETTE SCOPE ITEMS

PROJECT NAME: PIONEER ROAD

DRIVEWAYS:

MAXIMUM RESIDENTIAL GRADE 9%

MAXIMUM COMMERCIAL GRADE 7%

MINIMUM COMMERCIAL DRIVEWAY WIDTH 30'

SIDE STREET CONSIDERATIONS:

TURNING RADIUS, MINIMUM 20' minimum: 30' to 45' preferred

PAVEMENT THICKNESS 6" - residential, 8" - Wilkinson

COMMERCIAL DRIVEWAY THICKNESS 6"

**DRAINAGE TOPICS**

STORM SEWER DESIGN CRITERIA:

TxDOT \_\_\_\_\_  
CITY X - Use City Design Standards  
HYDRO-35 \_\_\_\_\_  
TP-40 \_\_\_\_\_

INLET DEPTHS (APPROPRIATE FOR PAVEMENT THICKNESS) 4' Minimum  
MINIMUM COVER LATERALS

BRIDGES/BOX CULVERTS INVOLVED YES X  
NO \_\_\_\_\_

100 YEAR FLOOD PLAIN CONSIDERATION 2 FT FREEBOARD to 100-Year  
Ultimate W.S. Elevation

PRE-CHARRETTE SCOPE ITEMSPROJECT NAME: PIONEER ROAD**PERMITS**

COE 404 PERMITS NEEDED

YES   X  NO       

TNRCC 401 PERMIT

YES       NO       

CDC PERMIT

YES       NO   X  

EIS

YES       NO   X  

ADA PERMIT

YES   (If > \$50,000 of pedestrian facilities)  NO       ANY OTHER PERMITS FROM OTHER AGENCIES SUCH AS TXDOT, DFW AIRPORT,  
DART ETC.?YES   X   - FEMA - CLOMR & LOMRNO       **UTILITIES**

LIST OF ALL KNOWN UTILITIES

Previously sent record drawings.

DOCUMENT KNOWN RISKS (TRA lines, Transmission Towers, Lone Star Gas Valve  
Stations) FOR OUR UTILITY PARTNERS:ARE UTILITIES ON EXISTING STREET R.O.W.? Yes

DO UTILITIES OWN THEIR R.O.W. OR HAVE PREVIOUS EASEMENTS ?

No DWU - Large diameter water main on north end near Bruton (?)

HAS WORK ORDER BEEN ISSUED FOR SUE (Subsurface Utility Engineering) ?

NoANY SPECIAL CONSIDERATIONS ? Large floodplain - drainage prime concern.

PRE-CHARRETTE SCOPE ITEMS

PROJECT NAME: PIONEER ROAD  
R-O-W ACQUISITION

RIGHT OF WAY CONSTRAINTS, IF ANY, PROVIDE A LIST AND DESCRIPTION  
ALONG WITH DATA FOR RISK ASSESSMENT:

ANY NON-ROUTINE, i.e., CEMETARY, JUNK YARD, OLD CHURCHES, SERVICE  
STATIONS, CONTAMINATED SOILS, LANDFILLS, NOISE WALL CONSIDERATIONS,  
TRAILER PARKS, TREE ORDINANCES? YES \_\_\_\_\_ NO  X

ANY NON-CONFORMING ISSUES ? YES \_\_\_\_\_  
NO  X

R-O-W MAP NEEDED YES  X  
NO \_\_\_\_\_

FIELD NOTES NEEDED YES  X  
NO \_\_\_\_\_

R-O-W PLATS NEEDED YES  X  
NO \_\_\_\_\_

RELOCATION ASSISTANCE INVOLVED YES \_\_\_\_\_  
NO  X

PARKING/LOSS OF PARKING CONSIDERATIONS YES \_\_\_\_\_  
NO  X

HISTORICAL SITE CONSIDERATION YES \_\_\_\_\_  
NO  X

**PRE-CHARRETTE SCOPE ITEMS****PROJECT NAME: PIONEER ROAD****USUAL CITY TOPICS OF CONCERN**DESIGN STANDARDS TO BE USED ? City of MesquiteORDER OF PRECEDENCE OF STANDARDS. City, FEMAAUXILIARY LANES? NoPROVISIONS FOR FUTURE WIDENING? NoLANDSCAPING? YesEXPOSED AGGREGATE DRIVEWAYS, SIDEWALKS? NoSTAMPED/COLORED CONCRETE? NoIRRIGATION? YesBRICK PAVERS? Yes - Median NosesSTREET LIGHTING? YesTRAFFIC SIGNALS? Yes - WilkinsonPAVEMENT MARKINGS? YesBIKE LANES (EXTRA WIDTH)? Needs discussionNEW SIDEWALKS ? Yes - along all dev. frontageDART BUS TURNOUTS? NoBUS STOPS OR BUS SHELTERS? NoWATER UTILITY BETTERMENTS? Not anticipatedWATER UTILITY RELOC.? PossibleSAN. SEWER BETTERMENTS? Possible w/trunk mainSAN. SEWER RELOC.? Possible

# PRE-CHARRETTE SCOPE ITEMS

## PROJECT NAME: PIONEER ROAD

RETAINING WALLS? Likely  
(STONE, **BLOCKS, GABIONS**, PROPRIETARY TYPES) Gabions @ Creek

SOD, SEEDING, TOPSOIL? Yes -in median and parkway

DRAINAGE IMPROVEMENTS? Yes

RR CROSSING IMPROVEMENTS? No

GRADE SEPARATIONS? No

RAMPS OR CONNECTORS TO TXDOT FACILITIES? No

### **SPECIAL SCHOOL OR EMERGENCY VEHICLE CONSIDERATIONS**

ANY NEARBY OR ADJACENT SCHOOLS, CITY HALL, FIRE OR POLICE  
DEPARTMENT REQUIRING SPECIAL CONSIDERATION? No - Keep road open to  
emergency equipment

### **PUBLIC INVOLVEMENT**

CITY COUNCIL APPROVAL OF ALIGNMENT, REQUIRED ? YES \_\_\_\_\_  
NO \_\_\_\_\_

Not required, but City would like to be advised of alignment.

HAVE ALL NEIGHBOR GROUPS PROVIDED EARLY INPUT? YES \_\_\_\_\_  
NO \_\_\_\_\_

They have not been asked.

NEIGHBORHOOD MEETING, REQUIRED YES X \_\_\_\_\_  
NO \_\_\_\_\_

Should hold one as a FYI

IF REQUIRED WHO CONDUCTS, CITY OR COUNTY? City w/County Engineer Assistance

DOCUMENT POTENTIAL SITES FOR PUBLIC AND OR NEIGHBORHOOD MEETINGS.

Pre-Design Charrette  
 Pioneer Road Project 21902  
 (Bruton Road to Belt Line Road)  
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## ATTACHMENT "B"

### CURRENT COST ESTIMATES AND FUNDING SOURCES

#### COST ESTIMATE

Paving and Drainage Construction (to McKenzie)	\$6,470,000
City Requested Construction (Utilities, etc.)	\$ 300,000
ROW	\$ 300,000
Contingencies	\$ 200,000
Design & Project Delivery	\$1,200,000
Materials Testing	\$ 30,000
<b><u>TOTAL PROJECT COST</u></b>	<b><u>\$8,500,000</u></b>

#### FUNDING SOURCE

Dallas County	\$4,100,000
City of Mesquite	\$4,100,000
City of Mesquite Requested Construction	\$ 300,000
<b><u>TOTAL PROJECT FUNDING</u></b>	<b><u>\$8,500,000</u></b>
Additional Paving & Drainage Construction (to Belt Line)	\$ 700,000

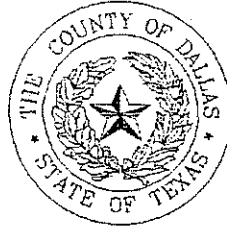
Pre-Design Charrette  
Pioneer Road Project 21902  
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## ATTACHMENT "C"

### PROPOSED PROJECT SCHEDULE

Award Consultant Contract	March	2002
Schematic Design Complete	July	2003
<i>Pre-Design Charrette</i>	September	2003
<b>Preliminary Design Complete</b>	<b>October</b>	<b>2003</b>
ROW Documents Complete	January	2005
Primary Design Complete	October	2005
ROW Acquisition Complete	December	2005
Final Plans Complete	January	2006
Advertise for Bids	February	2006
Utility Relocations Complete	May	2006
Award Contract	June	2006
<b>Construction Complete</b>	<b>August</b>	<b>2008</b>





**PIONEER ROAD MCIP PROJECT 21902  
PRELIMINARY DESIGN CHARRETTE  
MEETING NOTES  
SEPTEMBER 11, 2003**

1. **Commissioner Cantrell** welcomed everyone and thanked them for their participation. Don Holzwarth then explained the Dallas County conception of the "Preliminary Design Charrette". He said that in contrast to the way the term is used by architects, the County concept is a hands on look at the preliminary design elements. The important difference is how the charrette fits into the project delivery process.
2. **Don also** explained the MCIP program premises of a 50/50 participation, "pay as you go", method of funding Major Capital Improvement Projects. He noted that we have now had three successive "call for projects" from the Cities in Dallas County. He explained that the Commissioner is committed to reserving the funding for the capital improvement projects and not allowing it to go elsewhere
3. **Don remarked that** Dallas County has implemented a redesigned project delivery system. The new system takes into account the "lessons learned" from the 1991 Bond Program experience and has developed into Five Phases. We call it our "Five Phase Project Delivery System". One of the most important changes in this system as opposed to the former way Dallas County managed projects is the Preliminary Design Charrette. The goal is to leave the room committed to a preferred alignment and a division of roles between City and County. We also intend to have all issues resolved so that the designer can go forward to complete the project.
4. **Also Dallas County** considers neighborhood involvement essential. Many times the Charrette is held in conjunction with a neighborhood meeting.
5. **The Project** as listed in the MCIP Call for Projects went to the City limits and left a gap of less than 1500 feet in the unincorporated area. Additional funding may be required for the small section so that the project will go from Bruton Road through the five point intersection at Belt Line.
6. **Our information** is that there is a platted roadway width of 80' and the project includes a bridge, box culvert and channel improvements.
7. **Utilities were cautioned** that there is a differential in the project elevation from beginning to end. SBC representative Brandy Fredrick mentioned that there is other development in the vicinity. SBC desires to relocate only one time and accommodate

- the development also. John Mears said that he will be having further meetings for the utility coordination. **Don Holzwarth** remarked that one of our goals is to have ORR (zero relocations of the utility relocations).
8. **There was a discussion of City amenities** such as whether to use seed or sod, brick pavers, landscaping, etc. John recommends using more sod due the difficulty we have been having to get the grass to grow on other project.
  9. **The Pre-Charrette Scope Items was handed out.** This handout will become part of the Memorandum of Agreement which will be one of the results of this meeting.
  10. A large drainage easement was noted on the north side of Pioneer. Smoothing out a sharp turn the right of way will involve a large take. Afisu will take care that the large elevation changes have as minimal impact to property owners as possible. One solution will be retaining walls. There will be about 20-21 parcels for the roadway and 28 parcels for the slope easements.
  11. **Matt Holzapfel** noted that another main goal of the City is to raise the roadway out of the 100 year flood plain. City also desires to raise Wilkinson out of the flood plain. The two tributaries which cross the roadways have impact on a park adjacent to the roadway.
  12. **There is an alignment issue** at McKenzie Road in that the development does not align with the proposed McKenzie alignment.
  13. John Mears said that entrances on Valley Creek were to be relocated to better match Pioneer and sight distances would be designed to City standards.
  14. **It is expected that a neighborhood meeting will need to resolve as many median opening issues as possible.**
  15. James Walsh is the Senior Construction Inspector for the project.
  16. There are COE conditions to be met. We have found that wetland mitigation can be a significant cost item. Afisu stated that there are no designated wetlands in the area. Also the design will install a levee to keep the roadway above the 100 year flood plain.
  17. Lauren Miller discussed the erosion problem at the channel. The City has a park and an trail facility next to the roadway. He hopes that provisions will be made for the trail to go safely over the channel and perhaps under the roadway bridge. Afisu assured him that the channel relocation would accommodate the trail.
  18. The right of way is extremely tight. The left turn lanes within an 80' right of way will eat up most of the medians. If there is a water main or other major utility item, the project may need to obtain more right of way.
  19. **The design speed** is at 45 mph and will be posted at 40mph. There will be retaining walls very close to the street. Houses are not close enough to be impacted. There may be one resident who has trouble with his driveway. **Don Holzwarth** said that we must do everything we can to accommodate the property owners and be ready for the neighborhood meeting. Afisu mentioned that since none of the houses face Pioneer Road, the driveway issues are mitigated.
  20. **Afisu said that** he is sequencing the construction so that the roadway always has one lane in each direction open.
  21. John Mears said that the cost estimate will be the most realistic he can get. He intends to work on a lean budget. He will communicate the information with the

City. Also, the cost estimate and schedule will become a part of the Memorandum of Agreement (MOA).

22. The goal is to get the ROW documents complete by January 2005 as our ROW division needs about 12 months to acquire the ROW.
23. **For the Interlocal Agreement** we need a consensus on the typical section for the roadway. Whatever the final cost, the funding participation will stay at 50/50 for City and County. Don expects the Project Managers to manage to the budget. He expects value engineering and protection from range of scope creep. He further expressed his desire to use partnering to good success. He wants to give APM clear guidance.
24. **There will be a public meeting on September 23, 2003 at 6:30 pm at the Valley View Baptist Church, 2855 McKenzie Road at Pioneer Road. City has issued notices. Public Works will facilitate the meeting for the Mayor, Councilperson, etc.**
25. City has a water line installation which will need to be sequenced with this project. APM will do the water line design.
26. **Tim Timulty said that he appreciates Dallas County Public Works taking the lead and he appreciates their attitude. He also expressed the desire to keep John Mears on all of the projects for Mesquite.**

PIONEER ROAD PROJECT 21902  
 (BELT LINE ROAD TO BRUTON ROAD)  
 PRE-DESIGN CHARRETTE MEETING  
 THURSDAY, SEPTEMBER 11, 2003

NAME	COMPANY	E-MAIL ADDRESS	PHONE NUMBER	FAX NUMBER
JOHN L. MEARS	DALLAS COUNTY	jmears@ <sup>county.org</sup> dallas	214-653-6407	214-653-6445
JAMES WALSH	DALLAS COUNTY		(214) 435-3889	214-653-6445
DON HOLZWARTH	" "	dholzwarth@dallascounty.org	214-653-7151	" "
CHARLEY CUMMINGS	" "		214 653 7153	
MAUR HOLZAPFEL	CITY ENGINEER	mholzapfel@ci.mesquite.tx.us	972-216-6353	972-216-6360
JACKIE McBeth	ONCOR	jmcbeth@oncorgroup.com	972-216-8935	972-216-8953
BRANDY FREDRICK	SBC	af4463@txmail.sbc.com	214-320-6439	214 324-7874
STEVE GARNER	SBC	sg1019@txmail.sbc.com	214-320-6444	214 324-7874
AFISU PLABINTAN	APM & ASSOC.	AFISU@APMTexas.com	214 748 4888	214 748 4991
David Pelletier	APM & Associ	dipelletier@apmtexas.com	214-748-4888	214-748-4991
Ray Brown	City Mesquite Utilities	rbrown@ci.mesquite.tx.us	972-216-6942	972- <sup>329</sup> <del>216</del> - <sup>93</sup> <del>853</del>
JOHN ALEXANDER	CITY OF MESQUITE - POLICE	jalexand@ci.mesquite.tx.us	972-216-6628	972-216-8140
CLIFF KEHELEY	CITY MANAGERS OFFICE	ckeheley@ci.mesquite.tx.us	972-216-6409	972-216-6431
Timothy M Tomulsky	CITY OF MESQUITE PUBLIC WORKS	ttomulsky@ci.mesquite.tx.us	(972) 216-6217	(972) 216-8100
JOHN FRAME	CITY OF MESQUITE PARKS & RECREATION	jframe@ci.mesquite.tx.us	972-216-8121	972-216-8102
LAUREN MILLER	DOM PARK & REC	lmiller@ci.mesquite.tx.us	972-216-6413	972-216-8102

PIONEER ROAD PROJECT 21902  
(BELT LINE ROAD TO BRUTON ROAD)  
PRE-DESIGN CHARRETTE MEETING  
THURSDAY, SEPTEMBER 11, 2003

NAME	COMPANY	E-MAIL ADDRESS	PHONE NUMBER	FAX NUMBER
<i>Mike Cantrell</i>	<i>Dallas County</i>	<i>mcantrell@dallascounty.org</i>	<i>972-240-1740</i>	<i>972-240-1749</i>
<i>Isabel Masarico</i>	<i>City of Mesquite</i>	<i>imassarico@ci.mesquite.tx.us</i>	<i>972-279-7213</i>	<i>972-681-4118</i>
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