BEST PRACTICES FOR PROJECT NOMINATIONS

2017 TA Set-Aside Program
Focus of this presentation

- Project Evaluation & Selection Criteria
- Photos
- Public Support
- Proposed Budget
- Maps & Exhibits
- Design Details
- Project Readiness
Selection Criteria Categories (Tables 1-3)

Safety

Mobility & Congestion Mitigation

Regional Connectivity

Accessibility

Environmental Benefits

Economic Development

Project Readiness

Local Funding

Planning

Public Support
### Table 1: Department Goals & Project Emphasis Areas (Represents 50% of the Total Evaluation Score)

<table>
<thead>
<tr>
<th>Criteria Categories</th>
<th>Criteria Description</th>
<th>Criteria Evaluation Factors</th>
<th>Topics in Nomination Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Provides safer and/or less intimidating accommodations for pedestrians, bicyclists, and other non-motorized traffic, including Safe Routes to School infrastructure.</td>
<td>• Improves safety in areas with high numbers of crashes (provide crash data and source, if available)&lt;br&gt;• Improves conditions for bicyclists, pedestrians, and other non-motorists at roadway crossings and/or traffic signals&lt;br&gt;• Implements traffic calming measures&lt;br&gt;• Provides protected or separate facilities for bicyclists and pedestrians</td>
<td>9, 10, 23</td>
</tr>
<tr>
<td>Mobility &amp; Congestion Mitigation</td>
<td>Increases transportation options for non-motorists. Improves the ability to walk and bicycle for everyday activities including travel to work, school, and shopping. Provides accommodations that help reduce congestion.</td>
<td>• Improves access and/or enhances mobility for non-motorized transportation&lt;br&gt;• Provides an alternate non-motorized route parallel to major thoroughfares&lt;br&gt;• Demonstrates potential for a measurable reduction in congestion and/or a mode shift</td>
<td>9, 10, 18, 19</td>
</tr>
<tr>
<td>Regional</td>
<td>Improves local and/or regional connections. Provides multi-modal</td>
<td>• Enhances network continuity (gap closures, extension of regional facilities, links communities)&lt;br&gt;• Provides direct connections to transit and/or rail (shared</td>
<td>9, 10, 18, 19</td>
</tr>
</tbody>
</table>
What do design details convey?

- A complete picture of the project
- How the project meets current standards and state-of-the-practice
- Constructability
- Safety, accessibility, and durability (economic dev) criteria

Where does the project sponsor address design details?

- Project Dimensions (topic 7 Project Location Information)
- Project Description (topic 9)
- Project Details (topic 10)
- Itemized Construction Cost Estimate (topic 23) – discussed later
Project Description (#9 in Nomination Form)

Create a complete picture with words

Focus on details not covered elsewhere in the form

Address evaluation criteria

PROJECT INFORMATION

9. Project Description
Provide a well-developed narrative about the project for which the project sponsor is seeking funding. Describe the Eligible Project Activity (topic 5 on page 4). Explain the benefits the project will provide to the surface transportation system. Include details about the proposed improvements and summarize the work activities to be performed. Review the Project Evaluation and Selection Criteria topic in the 2017 TA Set-Aside Program Guide and address criteria categories as part of the limited to 2,000 characters with spaces. Do not add spaces between lines. Use your preview to verify formatting in this box.
Sample project descriptions

- “The project would construct a 12-foot-wide shared use path along Dillon Creek from the Dowling Apartments (public housing) to Lamar Elementary School. The project would include a flashing beacon, ADA-curb ramps, crosswalks, and signage at both termini, as well as a 60-foot-long, 14-foot-wide (clearance inside rail to inside rail) pre-fabricated bicycle/pedestrian bridge over Dillon Creek.”

- “The proposed project would construct new 6-foot wide, 5-inch reinforced concrete, ADA-compliant sidewalks on both sides of Market St from Yates St to Bend Ave (1 mile), including replacing damaged, non-compliant sidewalks on the north side of Market St between Main St and Bend Ave (0.3 mile of total project length). The sidewalks would provide residents of northwest Adamsville an alternative, non-motorized route to the downtown retail and employment center.”
### 7. Project Location Information
- **Project Dimensions**
  - Total length
  - Facility width
  - Material depth

### 10. Project Details
- **30% or more plans for review**
- **Facility type**
- **Surface type/material**
- **Bridge details**
  - Construction
  - Number
  - Length
  - Width
  - Superstructure material
Typical sections (10. Project Details – recommended)

- Demonstrates compliance with standards
- Shows how the project fits into existing footprint as well as the built and natural environments
Typical sections (10. Project Details – recommended)

EXISTING

PROPOSED

*1’ minimum required, 2’ recommended
Designs must comply with TxDOT manuals and specifications

- Roadway Design Manual
- Bridge Design Manual - LRFD
- Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges
- Texas MUTCD
Nationally recognized design guides

AASHTO
(adopted by TxDOT)

NACTO
Design criteria – Americans with Disabilities Act (ADA)


“The proposed guidelines apply to pedestrian facilities in the public right-of-way. The proposed guidelines define the public right-of-way to mean "public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes"....”
Example: Safety

Project Description:

“Upgrade 4 intersections with Accessible Pedestrian Signals and countdown timers”

“...10 pedestrian accidents in the last 3 years according to Mayberry Police Department....”

### Table 1: Department Goals & Project Emphasis Areas
(Represents 50% of the Total Evaluation Score)

<table>
<thead>
<tr>
<th>Criteria Categories</th>
<th>Criteria Description</th>
<th>Criteria Evaluation Factors</th>
<th>Topics in Nomination Form</th>
</tr>
</thead>
</table>
| Safety              | Provides safer and/or less intimidating accommodations for pedestrians, bicyclists, and other non-motorized traffic, including Safe Routes to School infrastructure. | • Improves safety in areas with high numbers of crashes (provide crash data and source, if available)  
• Improves conditions for bicyclists, pedestrians, and other non-motorists at roadway crossings and/or traffic signals  
• Implements traffic calming measures  
• Provides protected or separate facilities for bicyclists and pedestrians | 9, 10, 23 |
Maps and exhibits

What do maps and exhibits convey?

- Context
- Community features
- Communities served by the project
- Safety, mobility/congestion mitigation, regional connectivity, accessibility, environmental benefits, and economic development criteria

Where does the project sponsor provide maps and exhibits?

- Project Details (topic 10) – as Attachment B
Identifies:
• Street names
• Transit stops
• Interconnecting bike/ped network
• Parks
• Public housing
• Government facilities
• Retail establishments
Identifies:
- Bicycle and pedestrian accommodations
- Safety features
- Interactions between auto and non-motorized traffic
- Transit connections
- Preserved landscape features

Includes:
- Scale
- Context
- Street names
Example: Regional/Local Connectivity

- Enhances network continuity (gap closures, extension of regional facilities, links communities)
- Provides direct connections to transit and/or rail (shared use paths, sidewalks, and on-street bikeways)
- Provides access to employment centers, schools, retail, institutional facilities, and other special traffic generators

Regional Connectivity:

<table>
<thead>
<tr>
<th>Improves local and/or regional connections. Provides multi-modal connections to rail and/or transit.</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Enhances network continuity (gap closures, extension of</td>
</tr>
<tr>
<td>regional facilities, links communities)</td>
</tr>
<tr>
<td>• Provides direct connections to transit and/or rail (shared</td>
</tr>
<tr>
<td>use paths, sidewalks, and on-street bikeways)</td>
</tr>
<tr>
<td>• Provides access to employment centers, schools, retail,</td>
</tr>
<tr>
<td>institutional facilities, and other special traffic</td>
</tr>
<tr>
<td>generators</td>
</tr>
</tbody>
</table>
Photographs

What do photographs convey?

- Context, including built and natural environment
- Existing conditions
- Safety, accessibility, and environmental benefits criteria

Where does the project sponsor provide photographs?

- Project Details (topic 10) – as Attachment B
Photographs provide context

- Historic districts
- Environmental features
- Separated vs on-street pathways
- Repurposed bridges

Adjacent historic buildings along SH 29 facing west (7/19/16)

Historic truss bridge repurposed for bike/ped use on SH 150 facing south (5/14/16)
Photographs demonstrate existing conditions

1. Poor conditions
2. Absent facilities
3. Worn paths
TAP projects proposed to remedy unsafe conditions

- Kids walking in streets
- Unsignalized crossings
### Example: Accessibility

<table>
<thead>
<tr>
<th>Accessibility</th>
<th>Improves access and/or provides safer crossings for non-motorized traffic at an existing travel barrier. Provides ADA compliant improvements.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Provides a grade-separated or improved crossing for non-motorized traffic either under, over, or across a barrier (such as a water body, major roadway, or railroad)</td>
</tr>
<tr>
<td></td>
<td>• Constructs new sidewalks and/or bikeways</td>
</tr>
<tr>
<td></td>
<td>• Provides new ADA compliant infrastructure</td>
</tr>
</tbody>
</table>

9, 10, 17, 18, 19, 20, 23
Public and stakeholder support

What does public/stakeholder support convey?

- Community awareness and acceptance of project
- Coordination and transparency
- Consistency with local planning
- Safety, mobility/congestion mitigation, regional connectivity, accessibility, environmental benefits, and economic development criteria

Where does the project sponsor document public and stakeholder support?

- Public Involvement and Support (topic 14) – Attachment E
- Property Ownership and Acquisition Information (topic 16) – Attachment G
- Local Bicycle, Pedestrian, or other Transportation Plan (topic 18) – Attachment I
- Safe Routes to School Plan (topic 19) – Attachment J
Public involvement summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/31/2012</td>
<td>Public Meeting - SRTS Plan</td>
<td>Presented proposed Milam ISD SRTS Plan to community; general public support</td>
</tr>
<tr>
<td>2/14/2014</td>
<td>Open House - Milam MS Trail</td>
<td>Presented trail project to neighborhood; 12 citizens attended; all in support of project</td>
</tr>
<tr>
<td>3/17/2014</td>
<td>Website and online survey - Milam MS Trail project</td>
<td>50 citizens visited website and took survey; 88% supported the project</td>
</tr>
</tbody>
</table>

- 6/1/2014 Meeting with adjacent property owner - property owner agreed to relocate fence to accommodate project construction (letter attached)
- 7/15/2014 Presentation to Milam ISD PTA - MISD passed resolution supporting project (resolution attached)
- 7/17/2014 Presentation to Whispering Oaks Neighborhood Association (WONA) - WONA passed a resolution in support of project (resolution attached)
- 7/20/2014 Presentation to Milam City Council - ordinance supporting the project (ordinance attached)
- 7/27/2014 News article - described community presentations and local support (article attached)
- 2/14/2017 Letter from Congressman Johnson - expressed support for project (letter attached)
- 2/16/2017 Letter from Downtown Business Alliance - supports project (letter attached)
- 2/20/2017 Letter from Mr. Bob Jones - indicated a willingness to enter into negotiations for ROW acquisition (letter attached)
TxDOT letter of consent

Texas Department of Transportation
100 SOUTH LOOP DRIVE • WACO, TEXAS 76704-2658 • (254) 867-2700
November 15, 2012

Mayor Michael Morgan
City of Troy
P.O. Box 389
Troy, Texas 76579

Subject: Troy Streetscape Project

Dear Mayor Morgan:

I am writing this letter on behalf of the Texas Department of Transportation to express our enthusiastic support of the pedestrian developments proposed along Main Street (FM 935). We definitely believe that this project will serve the community as it creates a pedestrian friendly atmosphere around the historic downtown district. Travelers along our system will be invited to stop and enjoy the sites and shopping offered the revitalized downtown business district.

I also understand from reviewing your nomination that the scope of your project shall require the use of TxDOT’s right-of-way. The Waco District is committed to support this project and will provide the City with adequate right of entry necessary to allow such development along our existing transportation facilities. Your efforts to address safety improvements within TxDOT’s and the City’s existing traffic facilities should directly impact the traveling public’s overall perception of our joint system.

With your comprehensive nomination and widespread community support, I believe that your proposal will receive careful consideration by the Texas Transportation Commission.

Should you have any questions, please contact Mr. Jim Reed, Waco District TE Program Coordinator, at (254) 867-2733.

Sincerely,

Albin A. Petter, P.E.
Interim District Engineer
Waco District

cc: Ali Bashir, P. E.
    Kevin Dickey, P. E.
    Jim Reed

PROPERTY OWNERSHIP AND ACQUISITION INFORMATION
ATTACHMENT D
PAGE 1

THE TEXAS PLAN
REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY
INCREASE THE VALUE OF OUR TRANSPORTATION ASSETS
An Equal Opportunity Employer
Project identified in regional plan

Appendix C
Recommended Bicycle and Pedestrian Facilties

<table>
<thead>
<tr>
<th>ID</th>
<th>Type</th>
<th>Action</th>
<th>Location</th>
<th>Limits</th>
<th>Existing Condition</th>
<th>In Local Plan</th>
<th>State Highway</th>
<th>Length (mi.)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>186.1</td>
<td>Pedestrian Sidewalk, Bike Signage</td>
<td>Mostly existing sidewalk for ADA compliance, add bike signage</td>
<td>South side of East Main St, South along Front Street</td>
<td>From proposed H15 improvements Eastward to Front St.</td>
<td>2 lane roadway</td>
<td>No</td>
<td>Yes</td>
<td>.1</td>
<td>$240,000</td>
</tr>
<tr>
<td>186.3</td>
<td>Pedestrian Sidewalk, Bike Signage</td>
<td>Mostly existing sidewalk for ADA compliance, add bike signage</td>
<td>North side of East Main St.</td>
<td>From proposed H15 improvements Eastward to Front St., then crosswalk South</td>
<td>2 lane roadway</td>
<td>No</td>
<td>Yes</td>
<td>.1</td>
<td>$211,250</td>
</tr>
</tbody>
</table>

TOTAL: $455,250

* Cost estimates provided by project sponsoring entity.
Project located in priority planning area
### Example: Congestion Mitigation

#### BICYCLE AND PEDESTRIAN STRATEGIES

| Mobility & Congestion Mitigation | Increases transportation options for non-motorists. Improves the ability to walk and bicycle for everyday activities including travel to work, school, and shopping. Provides accommodations that help reduce congestion. | • Improves access and/or enhances mobility for non-motorized transportation  
• Provides an alternate non-motorized route parallel to major thoroughfares  
• Demonstrates potential for a measureable reduction in congestion and/or a mode shift |

![Map 5: 2035 Regional Public Transportation System](image)

**Project Location**
Itemized budget

What does the itemized budget convey?

- Project scope and scale
- Prevention of potential overruns
- Supports activities described elsewhere in nomination form
- Safety, accessibility, economic development, project readiness, and local funding criteria

Where does the project sponsor provide the itemized budget?

- Itemized Construction Cost Estimate (topic 23)
- Additional Construction-Related Costs (topic 24)
### AVERAGE LOW BID UNIT PRICE - CONSTRUCTION - STATEWIDE

**Last Update: Friday, January 27, 2017**

**ITEMS 100 2001 TO 105 6049**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Units</th>
<th>Quantity</th>
<th>Avg Bid</th>
<th>Avg Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 2001</td>
<td>PREPARING ROW</td>
<td>AC</td>
<td>50,000</td>
<td>19,880</td>
<td>50,000</td>
</tr>
<tr>
<td>100 2002</td>
<td>PREPARING ROW</td>
<td>STA</td>
<td>14,098</td>
<td>1,178.54</td>
<td>14,098</td>
</tr>
<tr>
<td>100 2004</td>
<td>PREPARING ROW</td>
<td>EA</td>
<td>1,000</td>
<td>46,000</td>
<td>1,000</td>
</tr>
<tr>
<td>100 2009</td>
<td>PREPARING ROW</td>
<td>EA</td>
<td>765.5</td>
<td>90,000</td>
<td>765.5</td>
</tr>
<tr>
<td>100 2010</td>
<td>PREPARING ROW</td>
<td>EA</td>
<td>1,200</td>
<td>45,000</td>
<td>1,200</td>
</tr>
<tr>
<td>100 6001</td>
<td>PREPARING ROW</td>
<td>AC</td>
<td>6,958</td>
<td>143.697</td>
<td>6,958</td>
</tr>
<tr>
<td>100 6002</td>
<td>PREPARING ROW</td>
<td>STA</td>
<td>2,092</td>
<td>1,573.380</td>
<td>183.3550</td>
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<tr>
<td>100 6003</td>
<td>PREPARING ROW</td>
<td>EA</td>
<td>393.3</td>
<td>2,000</td>
<td>965.4000</td>
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</table>

### AVERAGE LOW BID UNIT PRICE - CONSTRUCTION - ABILENE DISTRICT

**Last Update: Friday, January 27, 2017**

**ITEMS 100 6001 TO 169 6003**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Units</th>
<th>Quantity</th>
<th>Avg Bid</th>
<th>Avg Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 6001</td>
<td>PREPARING ROW</td>
<td>AC</td>
<td>150,000</td>
<td>120.00</td>
<td>150,000</td>
</tr>
<tr>
<td>104 6009</td>
<td>REMOVING CONC (RIPR)</td>
<td>SY</td>
<td>14,220</td>
<td>3,835.00</td>
<td>14,220</td>
</tr>
<tr>
<td>104 6011</td>
<td>REMOVING CONC (MEDIANS)</td>
<td>SY</td>
<td>7.2500</td>
<td>648.000</td>
<td>7.2500</td>
</tr>
<tr>
<td>104 6021</td>
<td>REMOVING CONC (CURB)</td>
<td>LF</td>
<td>10.0000</td>
<td>70.000</td>
<td>10.0000</td>
</tr>
<tr>
<td>104 6029</td>
<td>REMOVING CONC (CURB OR CURB &amp; GUTTER)</td>
<td>LF</td>
<td>9.0000</td>
<td>2,375.000</td>
<td>9.0000</td>
</tr>
<tr>
<td>104 6054</td>
<td>REMOVING CONCRETE (MOW STRIP)</td>
<td>LF</td>
<td>25.0000</td>
<td>600.000</td>
<td>25.0000</td>
</tr>
<tr>
<td>104 6054</td>
<td>REMOVING CONC (MISC)</td>
<td>CY</td>
<td>110.0000</td>
<td>1.000</td>
<td>110.0000</td>
</tr>
<tr>
<td>105 6019</td>
<td>REMOVING STAB BASE &amp; ASPH RAV(14&quot;)</td>
<td>SY</td>
<td>4.2500</td>
<td>17,950.000</td>
<td>4.2500</td>
</tr>
<tr>
<td>105 6030</td>
<td>REMOVING STAB BASE</td>
<td>SY</td>
<td>12,000</td>
<td>12,144.000</td>
<td>12,000</td>
</tr>
</tbody>
</table>
### Budget items to remember

- Mobilization
- Site preparation
- Erosion control
- Lighting
- Traffic control
- Demolition
- Remediation of hazardous conditions

**Remember:** Federal TA Set-Aside funds are fixed based on the estimate in the nomination form!
Examples of eligible vs ineligible activities

**Eligible activities**
- Incidental landscaping, environmental mitigation, utility adjustments
- Land survey for ROW demarcation
- Construction engineering and inspection
- Project administration

**Ineligible activities**
- Major landscaping, environmental mitigation, utility adjustments
- Survey for design or ROW acquisition
- Legal services
- Contingency
## Example: Safety

<table>
<thead>
<tr>
<th>Work Activities</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization</td>
<td>1</td>
<td>LS</td>
<td>$72,000</td>
<td>$72,000</td>
</tr>
<tr>
<td>Barricades, Signs and Traffic Control</td>
<td>1</td>
<td>LS</td>
<td>$60,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>Remove Concrete Pavement (drive/intersection)</td>
<td>2,489</td>
<td>SY</td>
<td>$30</td>
<td>$74,667</td>
</tr>
<tr>
<td>Remove Concrete Curb &amp; Gutter x 1</td>
<td>500</td>
<td>LF</td>
<td>$6</td>
<td>$3,000</td>
</tr>
<tr>
<td>Preparing Right of Way</td>
<td>2</td>
<td>AC</td>
<td>$6,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>Embankment (FINAL), density controlled</td>
<td>5,000</td>
<td>CY</td>
<td>$30</td>
<td>$150,000</td>
</tr>
<tr>
<td>Excavation (special)</td>
<td>1,840</td>
<td>CY</td>
<td>$20</td>
<td>$37,545</td>
</tr>
<tr>
<td>Relocate Signage</td>
<td>1</td>
<td>LS</td>
<td>$50,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>Lime Treated Subgrade (6 in)</td>
<td>8,149</td>
<td>SY</td>
<td>$7</td>
<td>$58,675</td>
</tr>
<tr>
<td>6 ft wide sidewalk - 4.5 in. Concrete</td>
<td>5,256</td>
<td>SY</td>
<td>$54</td>
<td>$283,824</td>
</tr>
<tr>
<td>12 ft wide shared use path - 6 in Concrete</td>
<td>2,883</td>
<td>SY</td>
<td>$115</td>
<td>$332,733</td>
</tr>
<tr>
<td>Curb ramps - 12 ft wide</td>
<td>2</td>
<td>EA</td>
<td>$6,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>Curb ramps - 6 ft wide</td>
<td>30</td>
<td>EA</td>
<td>$3,000</td>
<td>$90,000</td>
</tr>
<tr>
<td>Cross Walk (Thermo)</td>
<td>7</td>
<td>EA</td>
<td>$3,000</td>
<td>$21,000</td>
</tr>
<tr>
<td>Conduit for signal (bore) - 4 inch</td>
<td>800</td>
<td>LF</td>
<td>$120</td>
<td>$96,000</td>
</tr>
<tr>
<td>Pedestrian Signal (head, pole, wiring complete)</td>
<td>8</td>
<td>EA</td>
<td>$24,000</td>
<td>$192,000</td>
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<tr>
<td>Concrete Driveway Replacement (6 in thick)</td>
<td>2,489</td>
<td>SY</td>
<td>$78</td>
<td>$194,133</td>
</tr>
<tr>
<td>Sod Re-establishment</td>
<td>11,440</td>
<td>LF</td>
<td>$2</td>
<td>$27,456</td>
</tr>
<tr>
<td>Extension of existing Culvert</td>
<td>1</td>
<td>LS</td>
<td>$75,000</td>
<td>$75,000</td>
</tr>
<tr>
<td>Bike Route Signage</td>
<td>1</td>
<td>LS</td>
<td>$60,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>Pavement Markings and signage (bike/ped)</td>
<td>1</td>
<td>LS</td>
<td>$12,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>Erosion Control</td>
<td>1</td>
<td>LS</td>
<td>$16,800</td>
<td>$16,800</td>
</tr>
<tr>
<td>Cobra head light pole -200 ft spc. - wire incl.</td>
<td>23</td>
<td>EA</td>
<td>$12,000</td>
<td>$276,000</td>
</tr>
<tr>
<td>Barrier in area where path nears road</td>
<td>1</td>
<td>LS</td>
<td>$150,000</td>
<td>$150,000</td>
</tr>
</tbody>
</table>

### Utility Adjustment

<table>
<thead>
<tr>
<th>Safety</th>
<th>Provides safer and/or less intimidating accommodations for pedestrians, bicyclists, and other non-motorized traffic, including Safe Routes to School infrastructure.</th>
<th>9, 10, 23</th>
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<tr>
<td></td>
<td>• Improves safety in areas with high numbers of crashes (provide crash data and source, if available)</td>
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<td>• Improves conditions for bicyclists, pedestrians, and other non-motorists at roadway crossings and/or traffic signals</td>
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<td>• Implements traffic calming measures</td>
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<td>• Provides protected or separate facilities for bicyclists and pedestrians</td>
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Project readiness

What does project readiness convey?

- Represents 25% of evaluation score
- Awareness of potential pitfalls, challenges, and delays
- Consideration of all phases of project development
- Understanding of TxDOT’s project development processes

Where does the project sponsor demonstrate project readiness?

- Project Details (topic 10) – Attachment B
- MPO TIP Inclusion Letter (topic 13) – Attachment C
- Environmental Documentation (topic 15) – Attachment F
- Property Ownership and Acquisition Information (topic 16) – Attachment G
- Railroad Support/Right-of-Entry (topic 17) – Attachment H
- Project Timeline (topic 21) and Attachment L
- Itemized Construction Cost Estimate (topic 23)
Advanced coordination may be necessary

- Environmental permits
- Resource agency coordination
- ROW acquisitions
- Utility relocations
- Railroad agreements

July 25, 2013

Mr. Jonathan D. Bell, Housing Specialist
Rural Development
United States Department of Agriculture
1401 South Main Street, Suite 102
Temple, Texas 76501

Re: College View Apartments, Ltd.

Greetings:

I am the General Partner of College View Apartments, Ltd. The City of Belton, Texas, has requested a portion of the apartment property for two projects both of which are dependent on each other. The conveyance would be a donation to the City and no monetary value would be received by the property owner.

Project one is a drainage easement and temporary construction easement. The easement would restore the easement property back to its original condition upon completion of the project. The value of the easement property is $699.00. The value of the temporary construction easement is $150.00.

Project two is a combination of the Nolan Creek bike and hike trail, known as Phase II. The City has requested easements of 2.49 acres. The property has no improvements currently and a majority of the property is located within the flood plain. The value of the conveyance is $4,000.00.

Attached is the completed and executed RD 3569-1 you requested.

Sincerely,

[Signature]

Henry B. Hamilton
General Partner, College View Apartments, Ltd.
Borrower
Environmental documentation for categorical exclusions

- Maps and diagrams
- TxDOT environmental scoping tool/process
- Historical resource review
- Archeological resources/cemeteries
- Water resources
- Hazardous materials
- Biological evaluation
- Public involvement

Coordinate with your local TxDOT Environmental Coordinator!
Historical resources

Be proactive!

- Check the Texas Historical Commission atlas: atlas.thc.state.tx.us
- Search for Historic Resources Toolkit on txdot.gov

THC coordination occurs prior to environmental approval

Historical properties can affect design – and cost

Use TxDOT pre-certified professionals

Contact your district environmental coordinator to learn more!
Additional thoughts...

1. Use the Program Guide as a tool
2. Visit with your District representatives
3. Use key words and phrases
4. Back up claims with data
5. Be concise
6. Make good use of the space provided
7. Go back through the nomination before turning it in
<table>
<thead>
<tr>
<th>Summary</th>
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<tr>
<td><strong>Provide good project details</strong></td>
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<td>Use maps, diagrams, and photos that tell a story</td>
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<td>Demonstrate good public awareness and support</td>
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<td>Include a thorough, comprehensive budget</td>
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<td><strong>Plan, plan, plan</strong></td>
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<td>Focus on the evaluation criteria</td>
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Questions?

Teri Kaplan
TxDOT – Public Transportation Division
Statewide Bicycle/Pedestrian Program
TA Set-Aside Program Manager
(512) 486-5973

Bonnie Sherman
TxDOT – Public Transportation Division
Statewide Bicycle/Pedestrian Program Planner
(512) 486-5972