

# 18TH ANNUAL SAME INFRASTRUCTURE FORUM

## Integrated Project Delivery For Inland Port

February 2, 2018



**AECOM**





# Outline – Integrated Project Delivery for Inland Port

- International Inland Port of Dallas (IIPOD)
  - The Big Picture
- Completed Projects
  - Wintergreen & Pleasant Run Grade Separation
- Pleasant Run Road Improvements Project
  - Background
  - Existing Conditions & Project Challenges
  - Proposed Improvements
  - Funding & Phasing
  - Five-Phase Project Delivery System
- Next Steps after Pleasant Run Project



PLEASANT RUN ROAD OVERPASS

- Intermodal and logistics district that encompasses 7,500 acres and 5 key communities:
  - Dallas, DeSoto, Hutchins, Lancaster, and Wilmer
  - Connection to global, national, regional and local markets

- Dallas, DeSoto, Hutchins, Lancaster, and Wilmer
- Connection to global, national, regional and local markets

**Legend**

**Map Index**

- Major Streets/Roads
- Rail Roads
- Freeway/Highway
- Lakes/Ponds
- Airports

**Inland Port Projects Index**

- UP Dallas Intermodal Terminal
- City Boundary
- County Boundary
- In Progress
- Completed Projects

**DALLAS**

**HUTCHINS**

**LANCASTER**

**WILMER**

**FERRIS**

**UP DALLAS INTERMODAL TERMINAL**

**1** **2** **3** **4** **5** **6** **7** **8** **9** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19** **20** **21** **22** **23** **24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34**

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# Why IIPOD?

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- Direct access to three major interstate highways (I-35, I-20 & I-45) with all major North American markets accessible within 48 hours by truck
- Confluence of three major railroad networks (UPPR, BNSF, and Kansas City Southern)
- The UPPR Dallas Intermodal Terminal in southern Dallas County provides intermodal access to the Ports of Los Angeles and Long Beach
- Classified as Foreign Trade Zone 39 allows for "usage-driven" trade zone sites in the IIPOD area
- FTZ designation may allow businesses to delay, reduce or eliminate customs duties on some import categories



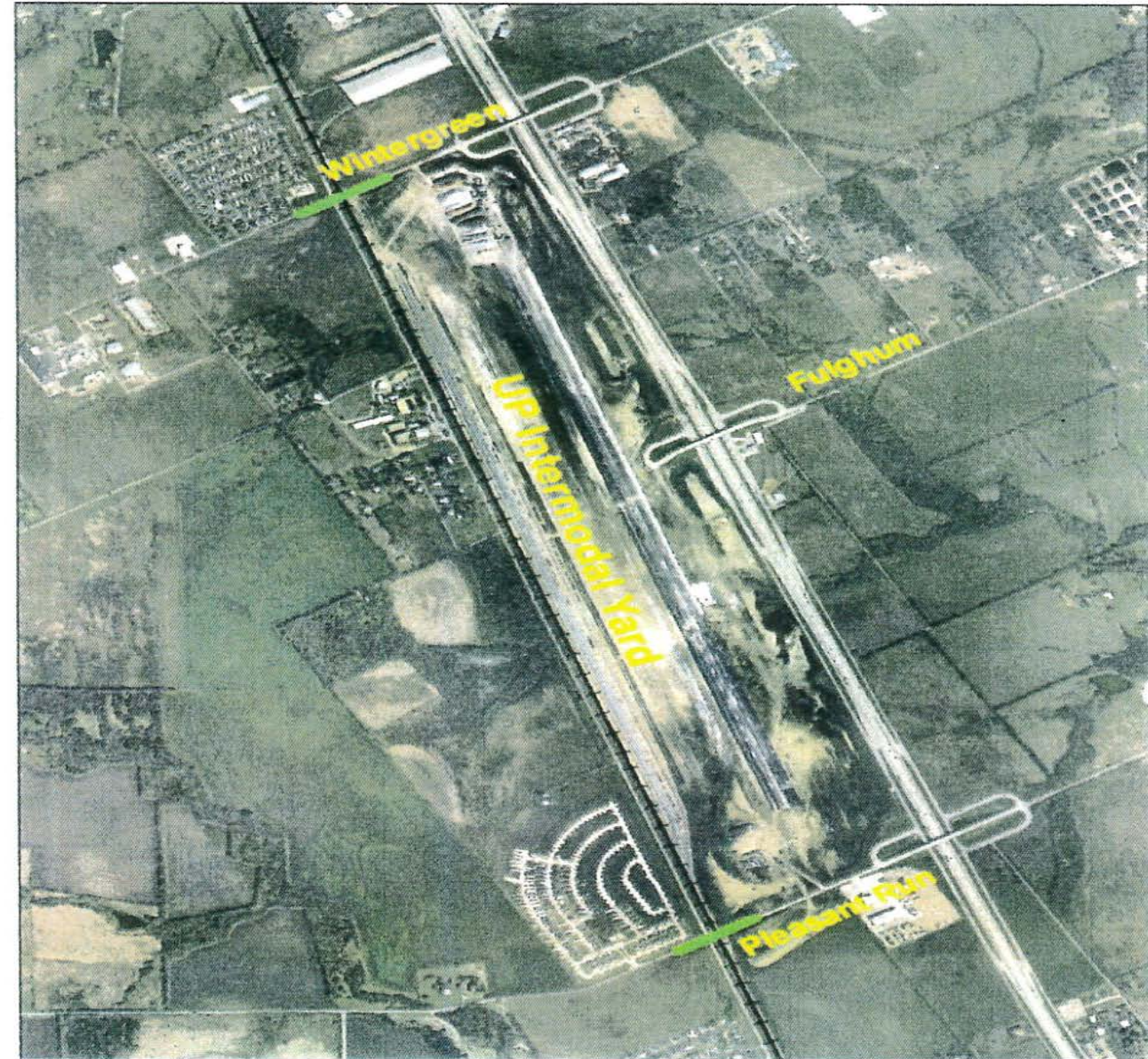
# South Dallas Logistics District Grade Separation

**Wintergreen Road crossing currently closed due to safety concerns**

**TxDOT to improve Fulghum Road**

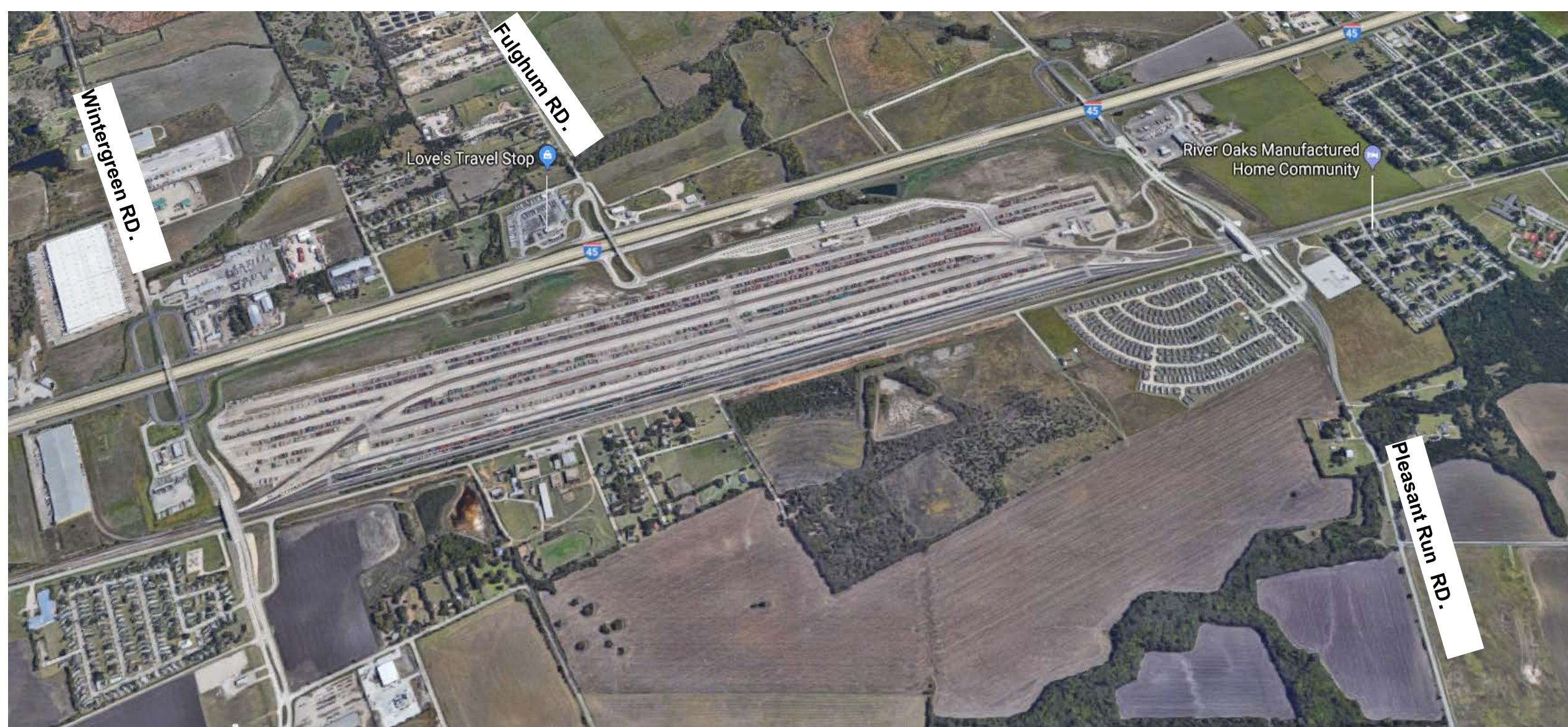
**Federal earmark funds assigned to Pleasant Run Road**

**Local funds needed for Wintergreen road and Pleasant Run road local match**





# Union Pacific Dallas Intermodal Terminal





# Funding Summary – Wintergreen & Pleasant Run Grade Separation Projects

TIP Approval Date	TIP Code	CSJ	Implementing Agency	Project Description	Fiscal Year	Total Funds	Federal Funds	RTC/Local Funds	Union Pacific Funds
<b>Congressionally Earmarked Project</b>									
Feburary 1, 2006	N/A	0918-45-974	TxDOT Dallas	Wintergreen Rd and Pleasant Run Rd at Millers Ferry Rd and Union Pacific Railroad; Grade Separations in the Cities of Wilmer and Hutchins	Appendix D*	\$8,200,000	\$6,560,000	\$1,640,000	\$0
<b>RTC/Locally Funded Project</b>									
July 27, 2006	11799	N/A	TxDOT Dallas	Wintergreen Rd at Union Pacific Railroad; Construct grade separation	2006	\$5,100,000	\$0	\$4,440,000	\$660,000
November 1, 2006	11799	N/A	Dallas County	Wintergreen Rd at Union Pacific Railroad; Construct grade separation	2007	\$6,160,000	\$0	\$5,500,000	\$660,000



# Wintergreen Road















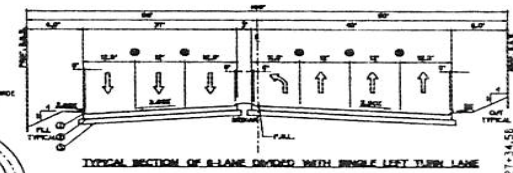
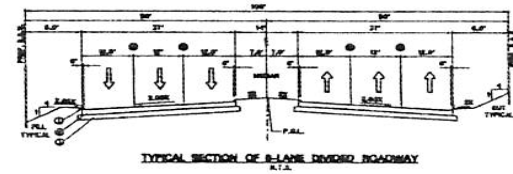
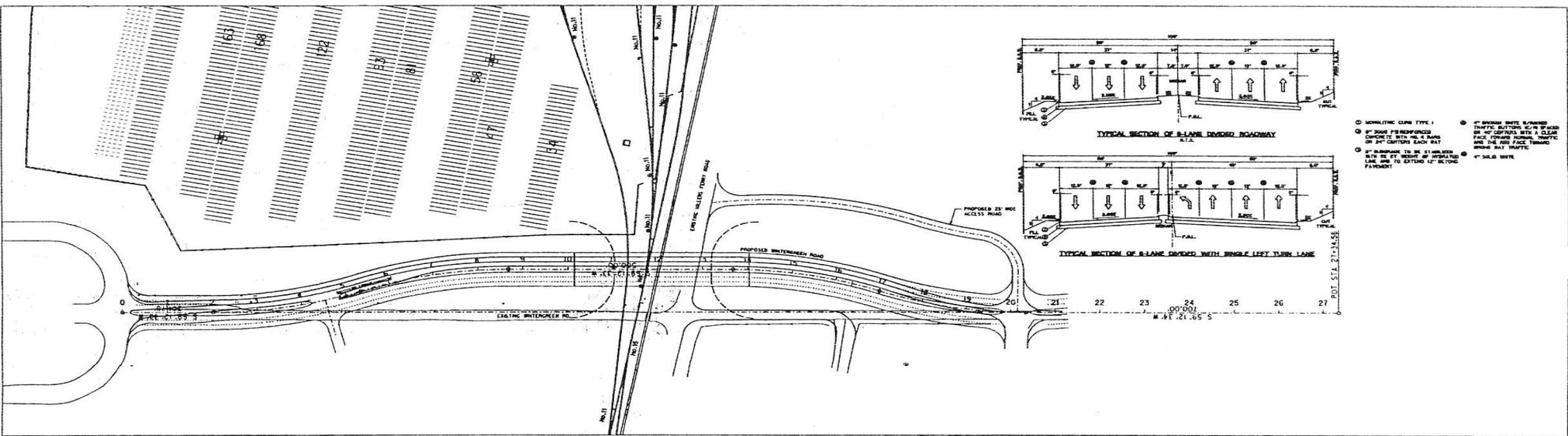




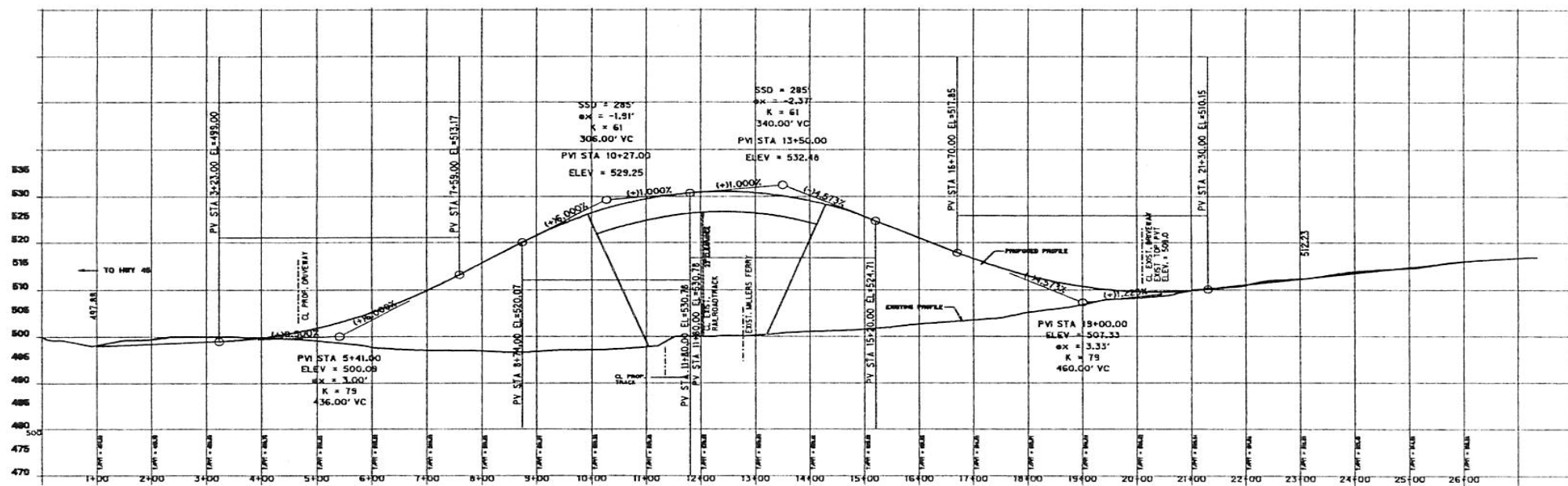




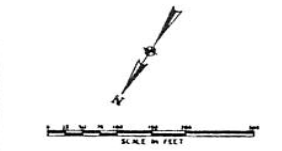




- ① MONOLITHIC CURB TYPE 1
- ② 8" 3000 PSI REINFORCED CONCRETE WITH NO. 4 BARS ON 24" CENTERS EACH WAY
- ③ 6" 3000 PSI REINFORCED CONCRETE WITH NO. 4 BARS ON 24" CENTERS EACH WAY
- ④ 4" SPREAD WHITE R/PAVED TRAFFIC BATTERIES 40" WIDE ON 40" CENTERS WITH A CLEAR FACE TOWARD ADJACENT TRAFFIC AND 5" WIDE FACE TOWARD ADJACENT BAY TRAFFIC
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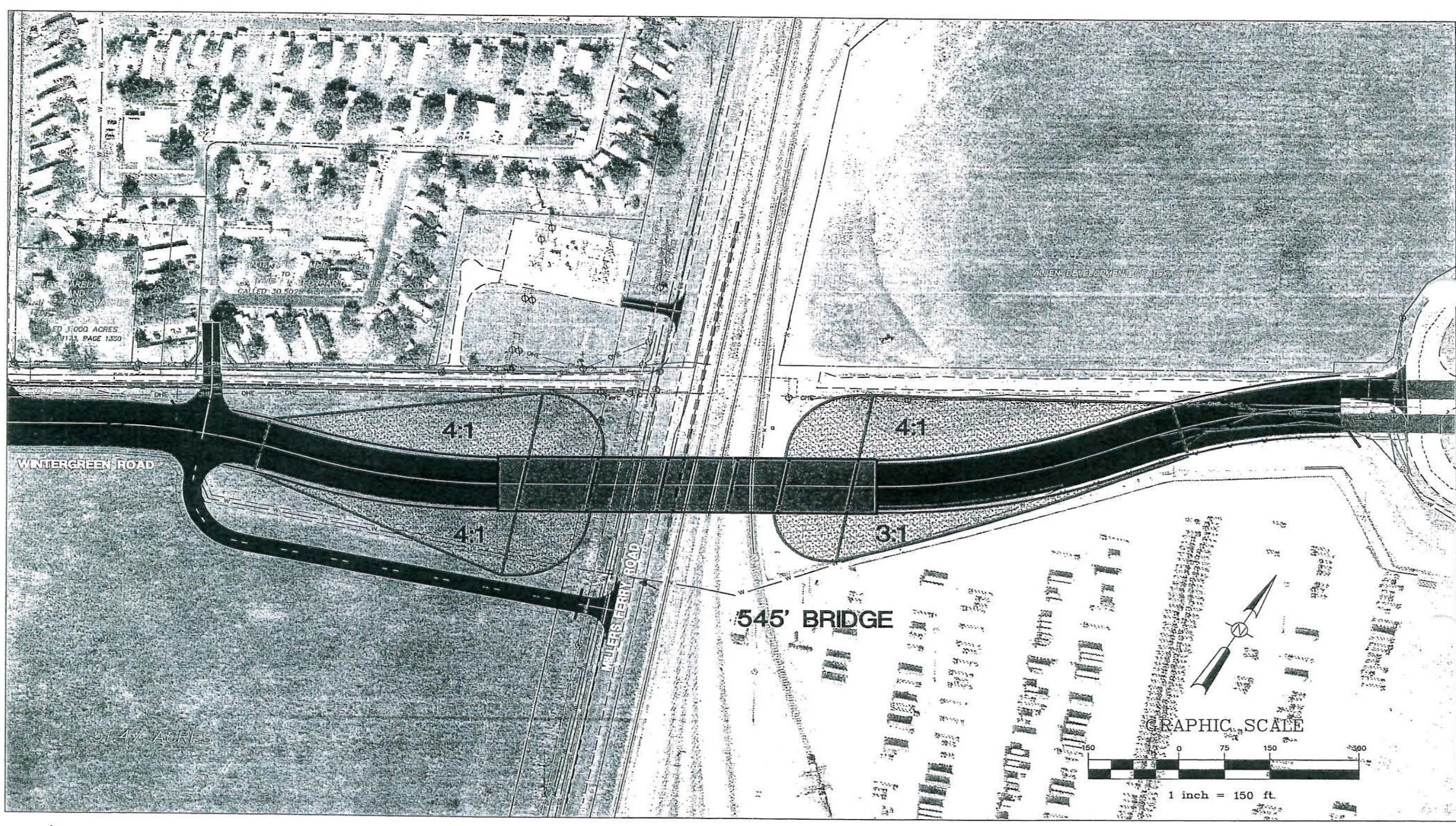


WINTERGREEN ROAD, WILMER, TEXAS  
 MARCH 11, 2004  
 DESIGN SPEED: 45 MPH

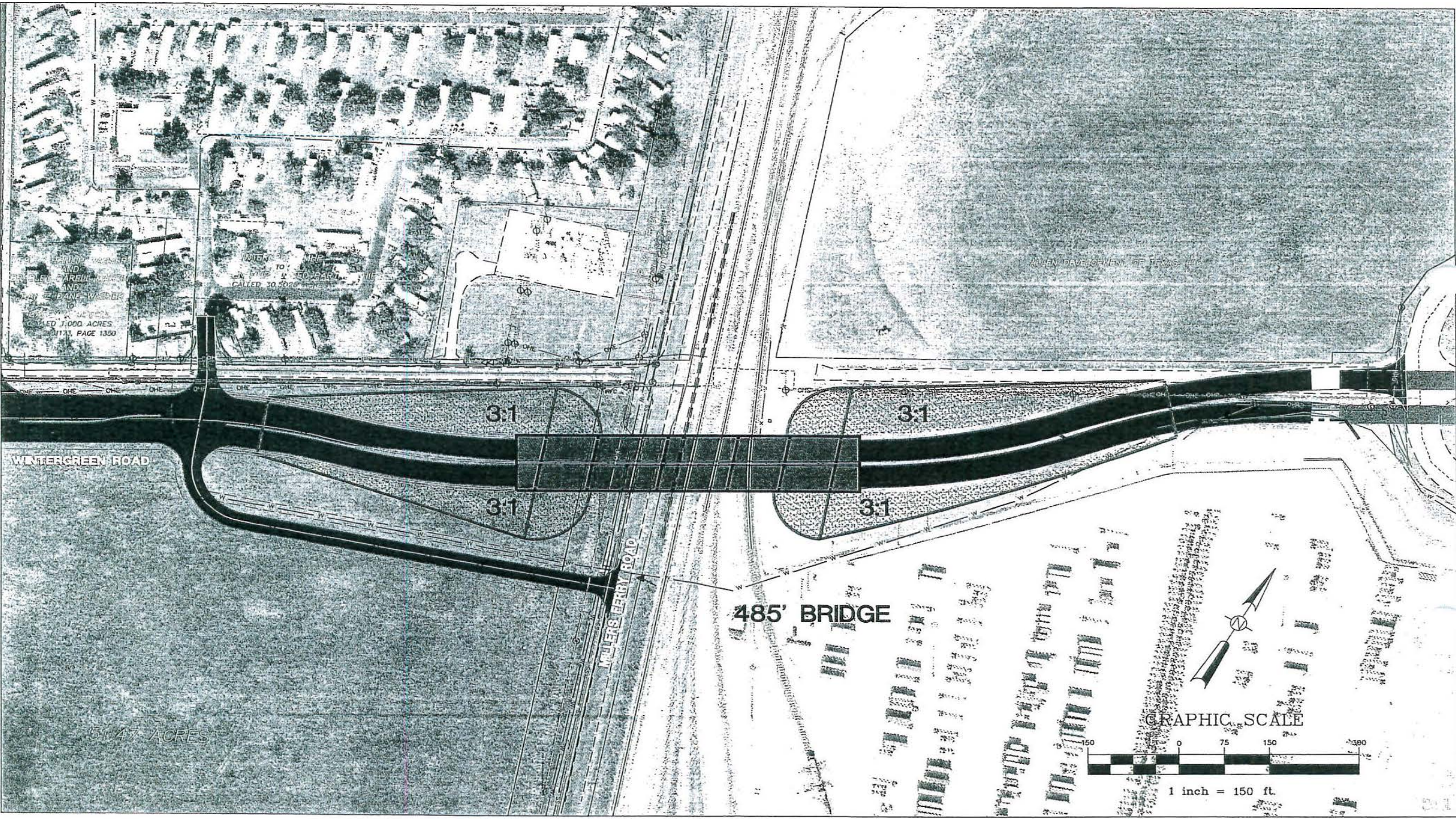


**Halff Associates**  
 ENGINEERS, ARCHITECTS, SCIENTISTS, PLANNERS, SURVEYORS









WINTERGREEN ROAD

MILLERS BERRY ROAD

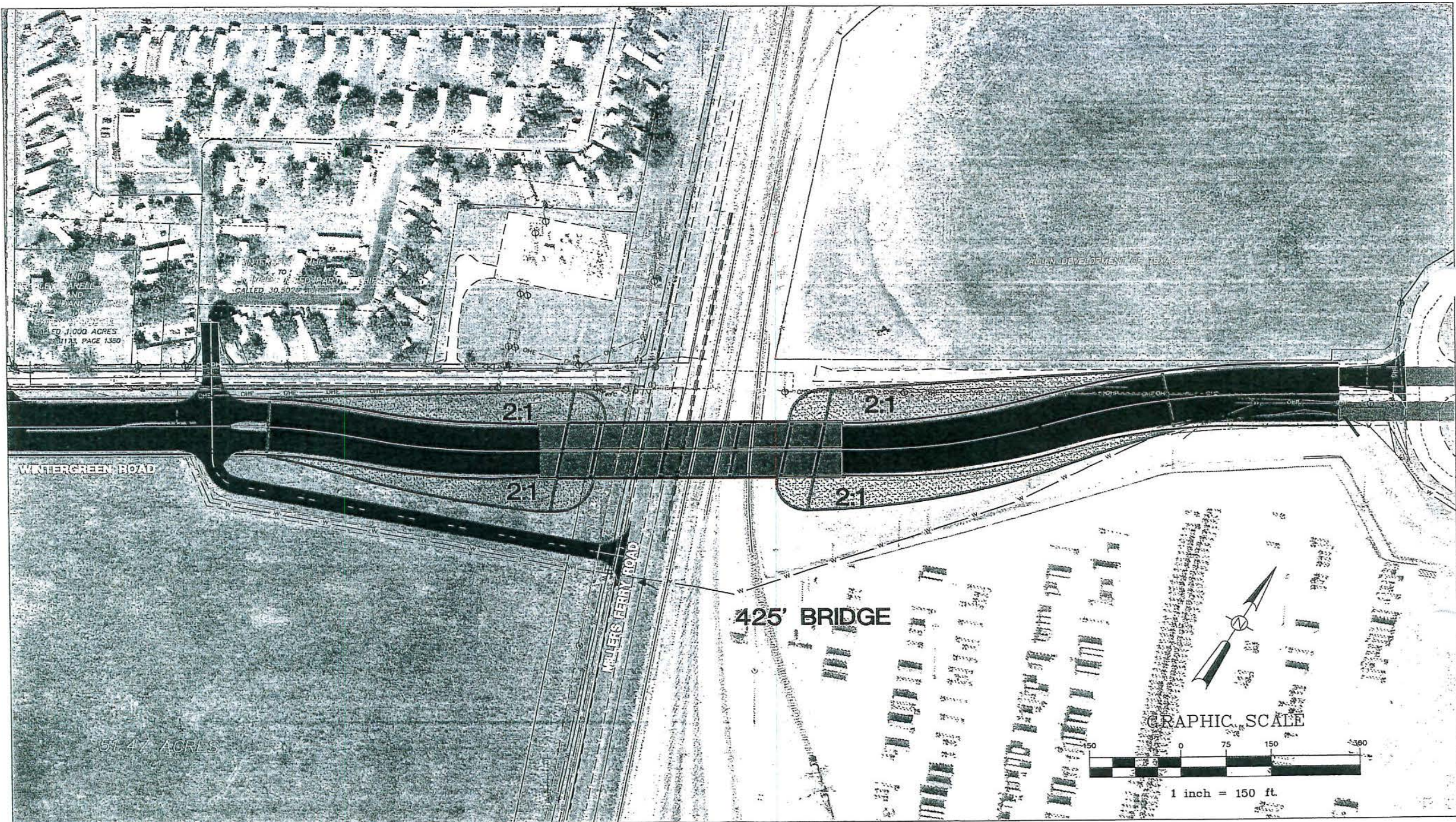
485' BRIDGE

51.47 ACRES

GRAPHIC SCALE

1 inch = 150 ft.







# Estimate of Material and Force Account Work by the UPPR

DESCRIPTION OF WORK: Perform engineering review and flagging services for the construction of the new highway overpass project of Wintergreen Road in Hutchins, TX at MP 253.03 on the Ennis Sub. and having a DOT number of 924365K

THIS IS A PROJECT FUNDED ( NTCOG) AND CONSTRUCTED BY DALLAS COUNTY. THE STRUCTURE WILL BE TURNED OVER TO THE CITY OF HUTCHINS AFTER COMPLETION

PROJECT ID: 31501

LOCATION: FW SERVICE UNIT: 11      STATE: Texas    DATE: 11/06/2007

<u>DESCRIPTION</u>	<u>LABOR</u>	<u>MATERIAL</u>	<u>CITY TOTAL</u>
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FLAGGING SERVICES

FLAGGING (per day)	\$750.00		
Times 100 Days	\$75,000.00		
Engineering Review	\$10,000.00		

TOTAL PROJECT	\$85,000.00	\$85,000.00
---------------	-------------	-------------

EXISTING REUSABLE MATERIAL - NONE

SALVAGE NONUSABLE MATERIAL - NONE

**TOTAL ESTIMATED COST OF PROJECT LESS CREDITS    \$85,000.00**

THE ABOVE FIGURES ARE ESTIMATES ONLY AND SUBJECT TO FLUCTUATION. IN THE EVENT OF AN INCREASE OR DECREASE IN THE COST OF AMOUNT OF MATERIAL OR LABOR REQUIRED, THE RESPONSIBLE PARTY WILL BE BILLED FOR ACTUAL CONSTRUCTION COST AT THE CURRENT RATES EFFECTIVE THEREOF. CURRENTLY STANDARD LADOR ADDITIVES ARE 246.22%























# Wintergreen Road Overpass Timeline

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- Kickoff Meeting – October 2006
- Construction Start – May 2008
- Construction Complete – September 2009



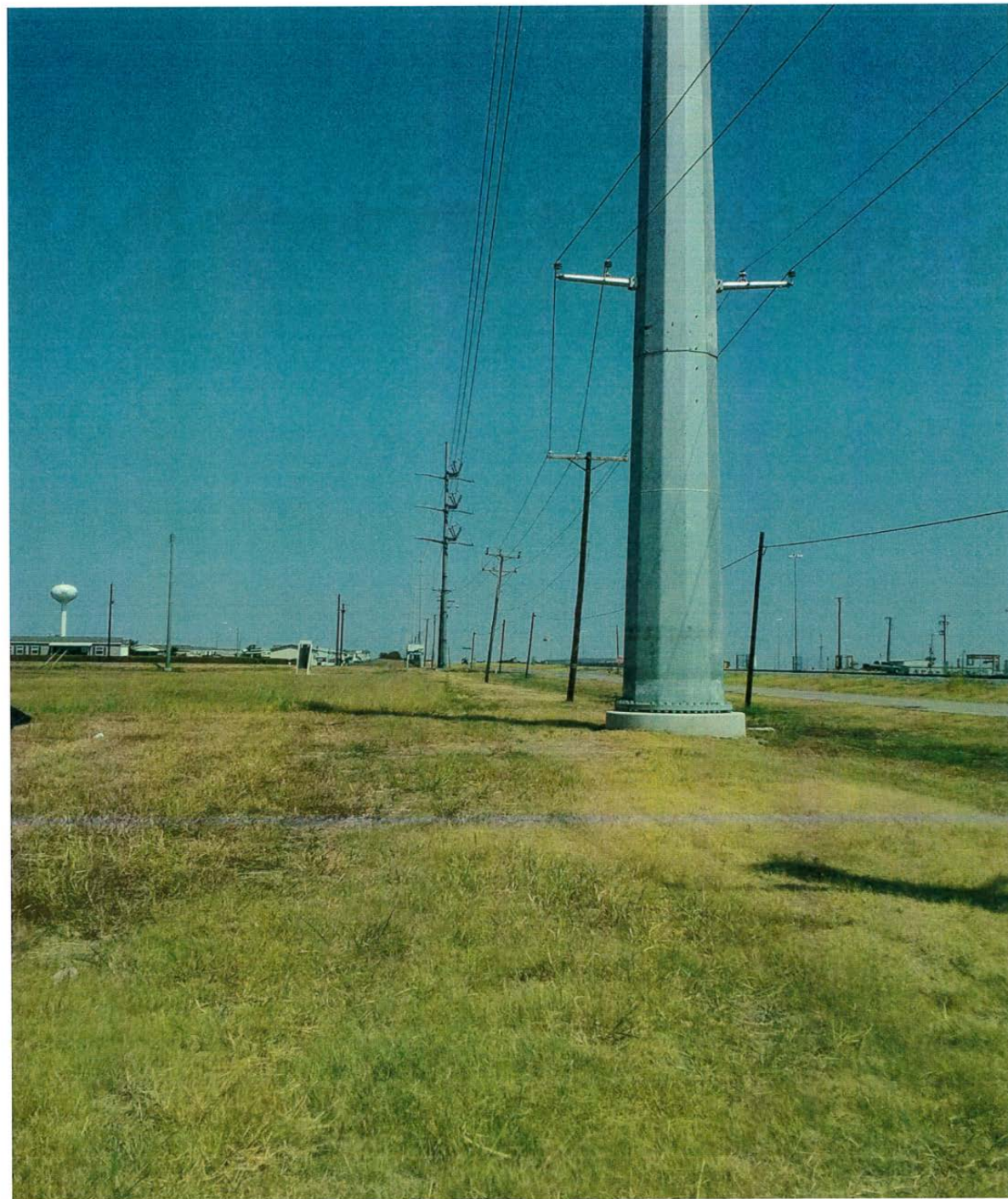
# Pleasant Run Road



















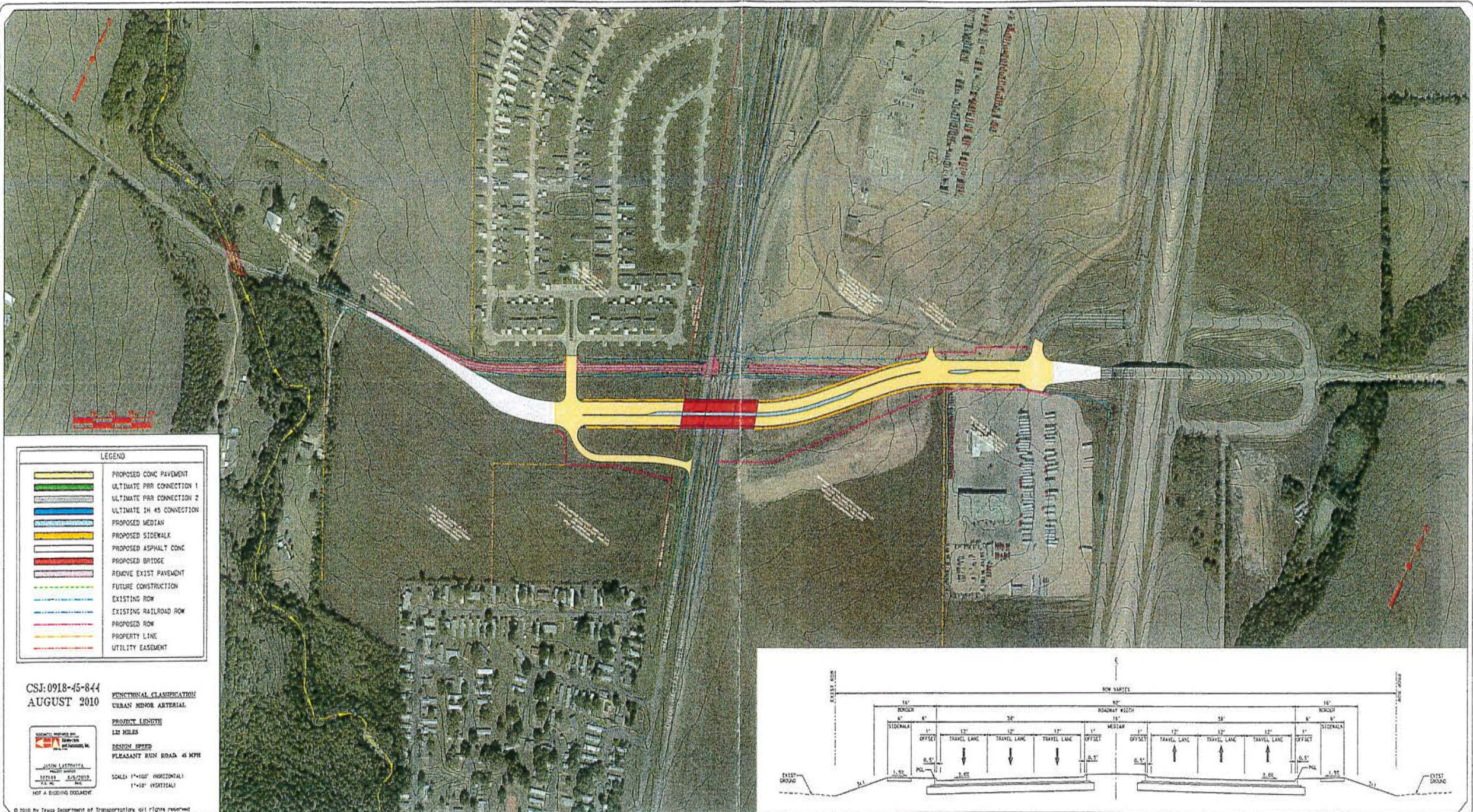












**LEGEND**

	PROPOSED CONC PAVEMENT
	ULTIMATE PRR CONNECTION 1
	ULTIMATE PRR CONNECTION 2
	ULTIMATE IN 45 CONNECTION
	PROPOSED MEDIAN
	PROPOSED SIDEWALK
	PROPOSED ASPHALT CONC
	PROPOSED BRIDGE
	REMOVE EXIST PAVEMENT
	FUTURE CONSTRUCTION
	EXISTING ROW
	EXISTING RAILROAD ROW
	PROPOSED ROW
	PROPERTY LINE
	UTILITY EASEMENT

CSJ:0918-45-844  
AUGUST 2010

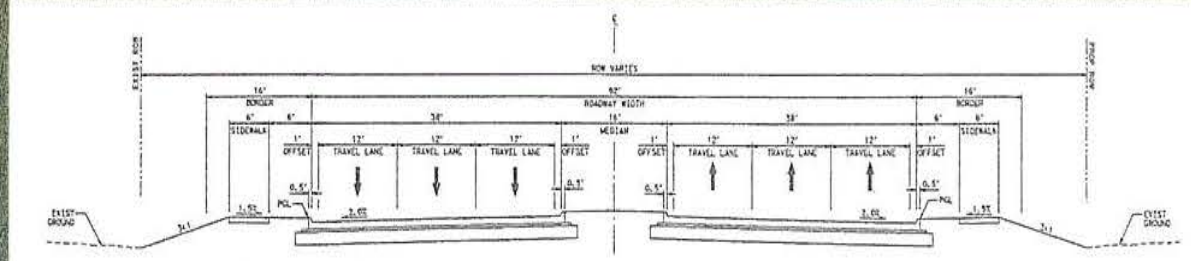
**FUNCTIONAL CLASSIFICATION**  
URBAN MINOR ARTERIAL

**PROJECT LENGTH**  
1.32 MILES

**DESIGN SPEED**  
PLEASANT RUN ROAD 45 MPH

**SCALE** 1"=100' HORIZONTAL  
1"=10' VERTICAL

NOT A BIDDING DOCUMENT





# Pleasant Run Overpass (31401) – Budget Agreements

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**PROJECT DESCRIPTION:** Grade separation bridge on Pleasant Run Road over Millers Ferry Road and UPRR in the City of Wilmer, Texas. The new road will be a six lane divided thoroughfare/bridge with jug handle access to Millers Ferry Road. The bridge will be offset to the south of existing Pleasant Run Road to avoid development and utilities to the north and allow traffic on Pleasant Run Road during construction.

**PROJECT BUDGET:** \$8,400,000 Federal  
\$2,100,000 Local (NCTCOG through Dallas County)  
\$10,500,000 Total (\$8,000,000 Construction)

**AGENCY FUNCTIONS:** *TxDOT will provide-* \$8,400,000 federal funds

- Project Management
- Environmental
- Design
- Construction

*NCTCOG will provide-* \$2,100,000 local funds

**County will provide- local agency (partnering with Wilmer)**

- Coordinate agreements and project procedures
- Manage ROW acquisition process (proposed donation)
- Manage utility relocations

**City will provide- execution of required agreements  
w/County**

**DALLAS COUNTY AS LOCAL AGENCY:** Even though Dallas County and the City of Wilmer are not providing funding, Dallas County will act as the local agency and therefore must have standard MCIP agreements (Master, Project) with the City of Wilmer.

**AGREEMENTS REQUIRED:** City of Wilmer/Dallas County (Local)  
City of Wilmer/Dallas County (Project)  
*NCTCOG/Dallas County*  
*TxDOT/Dallas County(LPAFA)*



# ATTACHMENT C-1

## PROJECT BUDGET ESTIMATE AND SOURCE OF FUNDS

Costs will be allocated based on 80% Federal funding and 20% Local funding until the Federal funding reaches the maximum obligated amount. The Local Government will then be responsible for 100% of the costs.

DESCRIPTION	TOTAL ESTIMATED COST	FEDERAL PARTICIPATION		STATE PARTICIPATION		LOCAL PARTICIPATION	
		%	COST	%	COST	%	COST
Environmental (by State) (Cat.10)	\$50,000	80%	\$40,000	0%	\$0	20%	\$10,000
Engineering (by State) (Cat.10)	\$750,000	80%	\$600,000	0%	\$0	20%	\$150,000
Right of Way (by Local) (Cat.10)	\$550,000	80%	\$440,000	0%	\$0	20%	\$110,000
Eligible Utilities (by Local) (Cat.10)	\$1,500,000	80%	\$1,200,000	0%	\$0	20%	\$300,000
Construction (by State) (Cat.10)	\$4,763,390	80%	\$3,810,712	0%	\$0	20%	\$952,678
Construction (by State) (Cat.7)	\$3,364,944	80%	\$2,691,955	0%	\$0	20%	\$672,989
<i>Total Construction</i>	<i>\$8,128,334</i>		<i>\$6,502,667</i>		<i>\$0</i>		<i>\$1,625,667</i>
<b>Subtotal</b>	<b>\$10,978,334</b>		<b>\$8,782,667</b>		<b>\$0</b>		<b>\$2,195,667</b>
Direct State Cost – Env. (Cat.10)	\$1,000	80%	\$800	0%	\$0	20%	\$200
Direct State Costs – Eng. (Cat.10)	\$8,000	80%	\$6,400	0%	\$0	20%	\$1,600
Direct State Costs – ROW (Cat.10)	\$5,000	80%	\$4,000	0%	\$0	20%	\$1,000
Direct State Costs – UTL (Cat.10)	\$5,000	80%	\$4,000	0%	\$0	20%	\$1,000
Direct State Costs – CST (Cat.10) (12.17%)	\$579,705	80%	\$463,764	0%	\$0	20%	\$115,941
– CST (Cat.7) (12.17%)	\$409,514	80%	\$327,611	0%	\$0	20%	\$81,903
<i>Total Direct State Costs -CST</i>	<i>\$989,219</i>		<i>\$791,375</i>		<i>\$0</i>		<i>\$197,844</i>
<b>Subtotal</b>	<b>\$1,008,219</b>		<b>\$806,575</b>		<b>\$0</b>		<b>\$201,644</b>
Indirect State Costs (5.94%)	\$652,093	0%	\$0	100%	\$652,093	0%	\$0
<b>TOTAL</b>	<b>\$12,638,646</b>		<b>\$9,589,242</b>		<b>\$652,093</b>		<b>\$2,397,311</b>
	Cat.10 - \$8,212,095 Cat.7 - \$3,774,458 \$11,986,553		Cat.10 - \$6,569,678 Cat.7 - \$3,019,566 \$9,589,242				Cat.10 - \$1,642,419 Cat.7 - \$754,892 \$2,397,311

Total Estimated Project Cost: \$12,638,646

Total estimated payment by the Local Government to the State: \$1,987,311; (payment paid to State = \$161,588 on 2/18/10)

Payment by the Local Government to the State upon full execution of this Agreement: \$1,825,723

This is an estimate. The final amount of Local Government participation will be based on actual costs.







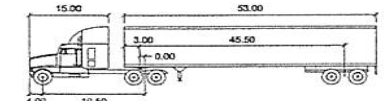
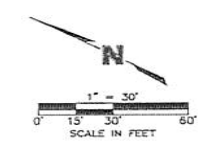
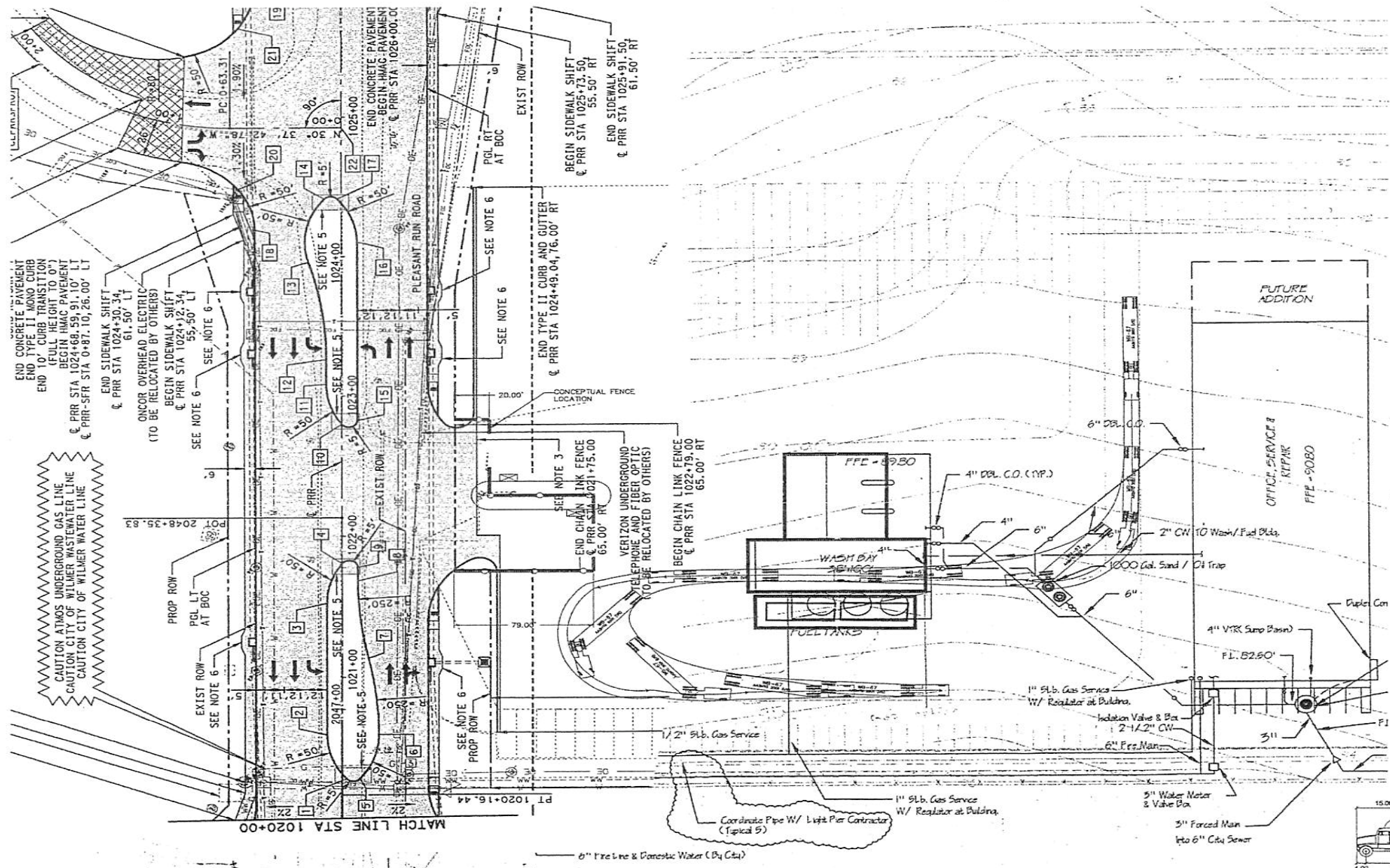








DATE: Jan 11, 2013 10:19am XREFS: Please TDOT Plans



Tractor Width	8.00	Lock to Lock Time	8.0
Tractor Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Tractor Track	8.50		

WB-67 TRUCK PROFILE  
NOT TO SCALE

OLSSON ASSOCIATES

1111 LEXINGTON BLVD, SUITE 111  
LEXINGTON, NE 68051-4608  
TEL: 402.471.1111  
FAX: 402.471.1100  
WWW.OLSSONASSOCIATES.COM

DRIVEWAY RECONSTRUCTION  
TURN MOVEMENT ANALYSIS

CRETE CARRIERS  
DRIVEWAY RECONSTRUCTION

WILMER TEXAS

2013

REVISIONS

REV.	NO.	DATE	REVISIONS DESCRIPTION

drawn by: \_\_\_\_\_

checked by: \_\_\_\_\_

designed by: \_\_\_\_\_

QA/QC by: \_\_\_\_\_

project no.: \_\_\_\_\_

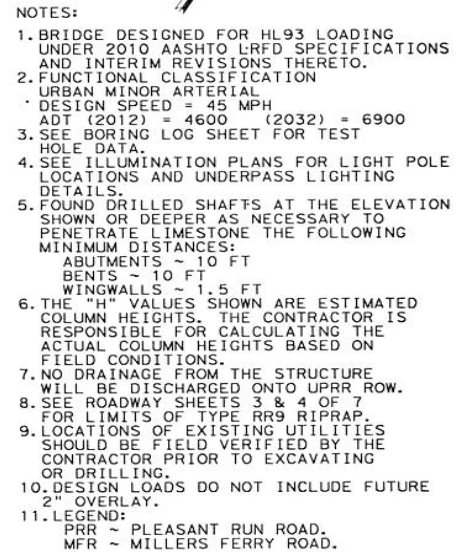
drawing no.: \_\_\_\_\_

date: 1.9.13

SHEET

3 of 4















# Pleasant Run Road Overpass Timeline

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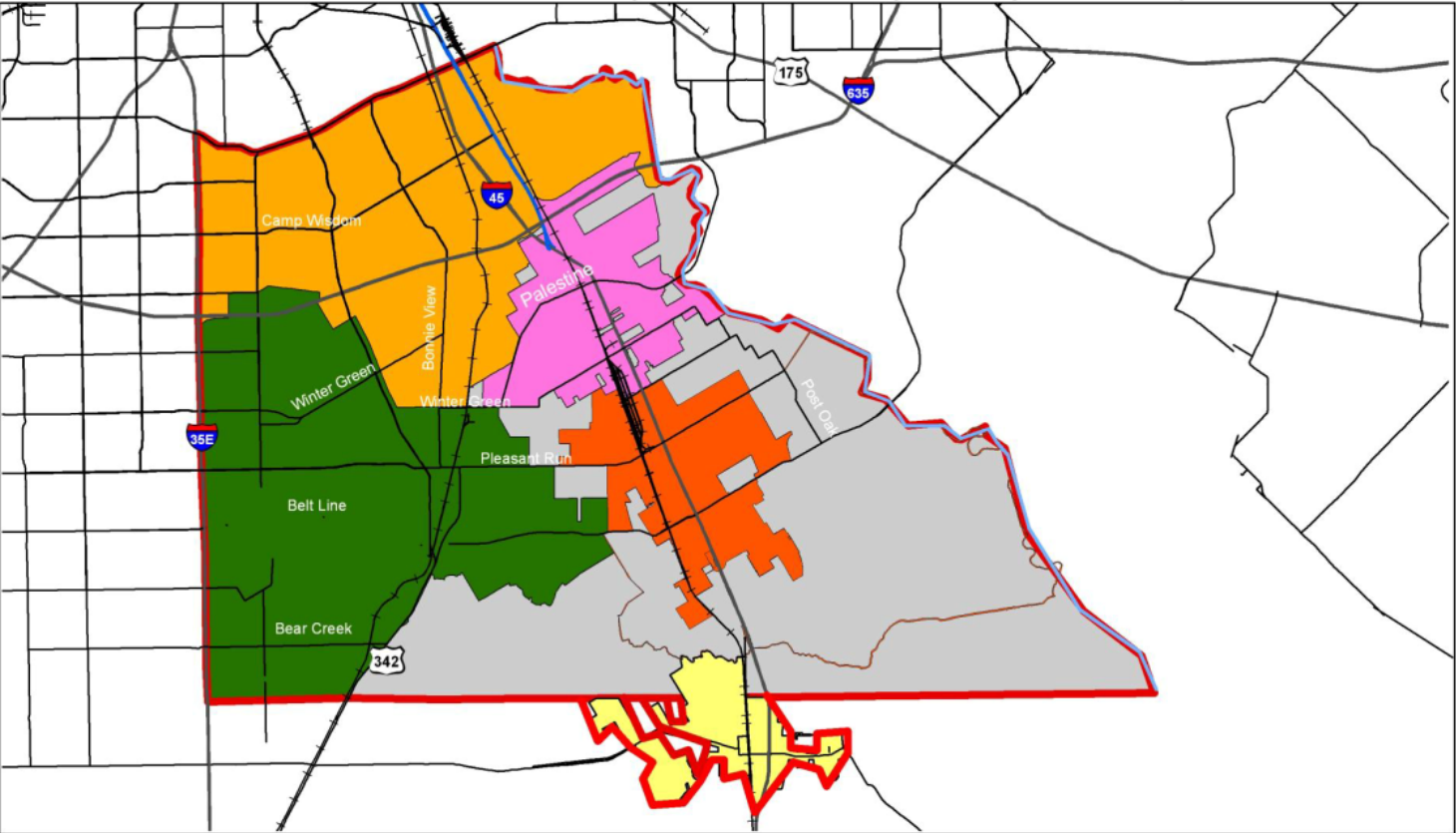
- Kickoff Meeting – August 2010
- Construction Start – March 2013
- Construction Complete – November 2014



# Southern Dallas County Infrastructure Analysis

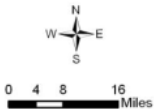
## NCTCOG Study

Southern Dallas County Infrastructure Analysis - Project Boundary



Legend - Government Partners

- Southern Dallas Infrastructure Analysis Project Boundary
- City of Dallas
- City of Ferris
- City of Hutchins
- City of Lancaster
- City of Wilmer
- Dallas County
- Trinity River
- Existing Rail



Map Updated on:  
02/07/11



North Central Texas  
Council of Governments  
Transportation Department

## Southern Dallas County Infrastructure Analysis

North Central Texas Council of Governments  
City of Dallas  
City of Ferris  
City of Hutchins  
City of Lancaster  
City of Wilmer  
Dallas County

**Final Report**  
October 2012



# Road from SDCIA Study to Pleasant Run Project

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- Recommendations from the SDCIA were evaluated in southeast Dallas County in 2012
  - Wilmer does not have adequate water supply capacity to meet future demands
  - Wilmer does not meet TCEQ requirements for fire flow demands (Wilmer CIP)
- Lancaster performed a study (Wilmer Water Service Route Study) in 2013
  - Study concluded that Lancaster could provide water to Wilmer
  - Recommended a 16-inch waterline along Pleasant Run Road
  - Agreement between Wilmer and Lancaster to provide 0.8 MGD of water to Wilmer
- Strong Commercial/Industrial development interests
- Improvements recommended along Pleasant Run Road due to triggers above
- Regional benefits for the area's future development
  - Improved direct access from Lancaster to Wilmer along an east-west route
  - Improved access between the IIPOD and IH-45
  - Catalyst for commercial/industrial development in the area



Exit 123

**Pleasant Run Rd**

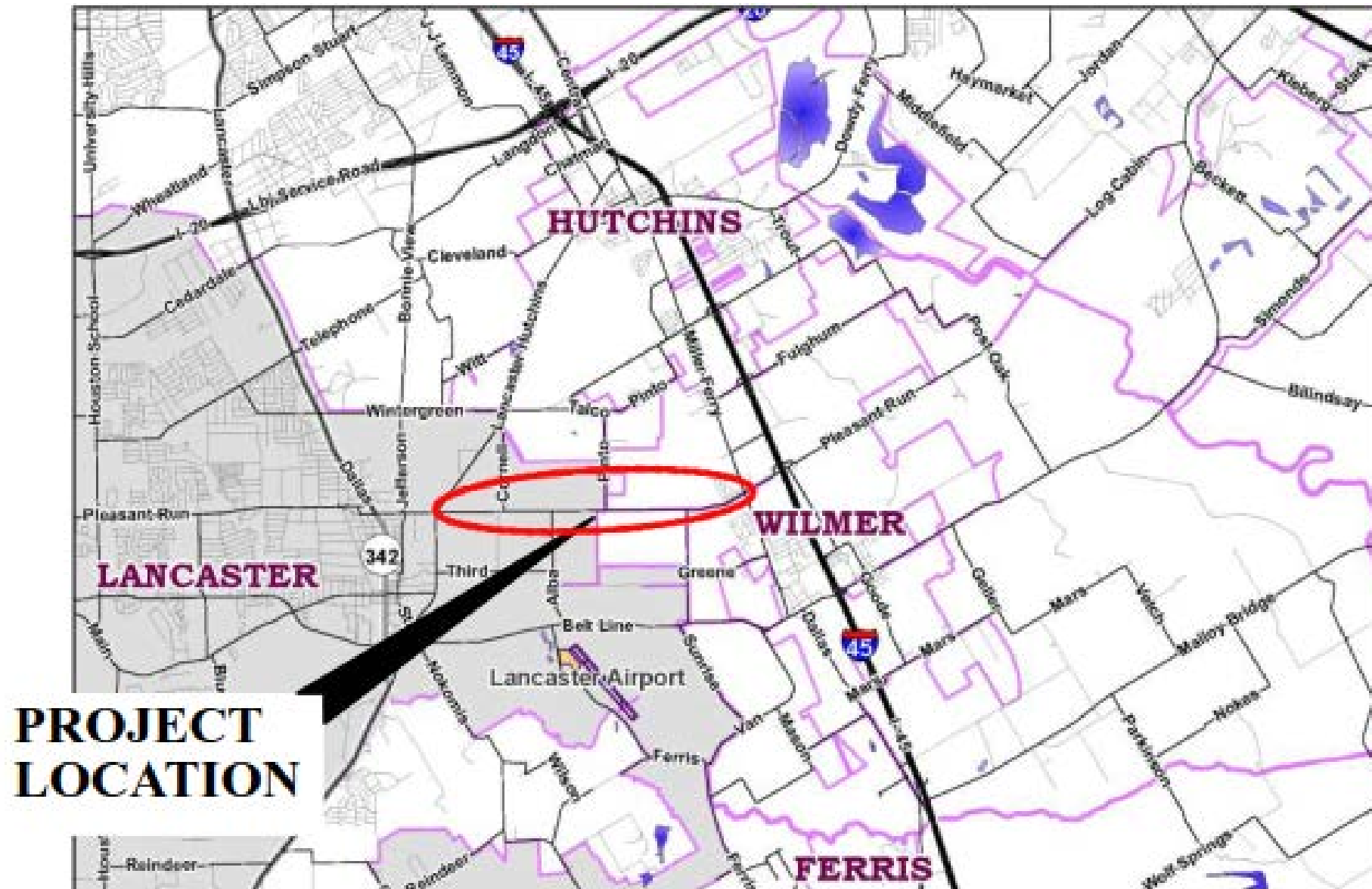


# Project Overview





# Project Location





# Project Charter

## Pleasant Run Road

From Lancaster-Hutchins Road to Millers Ferry Road



### PROJECT TEAM CHARTER

We pledge to build a quality project, working as one project team, proactively solving problems, embodying the values of trust, commitment and shared vision, to deliver a sustainable project that enhances the quality of life for the community.

### TEAM GOALS

- Design & build a cost-effective project
- Seek win-win opportunities
- Keep the public informed and involved
- Identify & resolve problems early
- Maintain good & frequent communication

### PROJECT TEAM

Alberta Blair  
John Mears  
Ray Banks

Adam Beckom  
Andrew Malkowski

Gina Garcia  
Rona Stringfellow

William McDonald  
Douglas Jistel

Rami Issa  
Matthew Abbe

Paul Williams



# Pleasant Run Project Major Scope Items

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- Water System Improvements
  - 16-inch waterline from Cornell Road to Millers Ferry Road
  - Upsize existing line along Millers Ferry Road with 10/12-inch line
  - 3,700 GPM pump station, 0.5 MG elevated storage tank, 1.0 MG ground storage tank
- Sanitary Sewer Improvements
  - 12-inch sewer line to serve Lancaster from Pinto Road to Cornell Road
  - 520 GPM lift station and 6-inch force main in Lancaster
  - 8-inch and 15-inch sewer line to serve Wilmer from Pinto Road to Millers Ferry Road and along Cottonwood Creek to Greene Road
- Roadway/Drainage Improvements
  - 3.1 miles of 4-lane divided roadway with hike and bike trail and wide median (expansion to 6-lane in future) from Lancaster-Hutchins Road to Millers Ferry Road
- Proposed 130-foot Right-of-Way corridor
  - 40-foot median, 10-foot north parkway and 30-foot south parkway (to accommodate 12-foot hike and bike trail and future utility corridor)



# Existing Conditions – Wilmer Water System

- Current water supply - City of Hutchins via an 8-inch line on Millers Ferry Road
  - Existing demands – 0.69 MGD average day demand
  - Determined that 8-inch waterline is inadequate
- Existing PS at Swango Road
  - 125,000 gallon ground storage tank (GST)
  - Two 650 gallon per minute (gpm) pumps
  - 300,000 gallon elevated storage tank (EST)
- Average metered demand in Wilmer (per SCDIA report) is 0.38 MGD
  - Determined the existing waterlines along Pleasant Run and Millers Ferry Roads are not adequate to satisfy fire flow capacity of 750 gpm across Wilmer





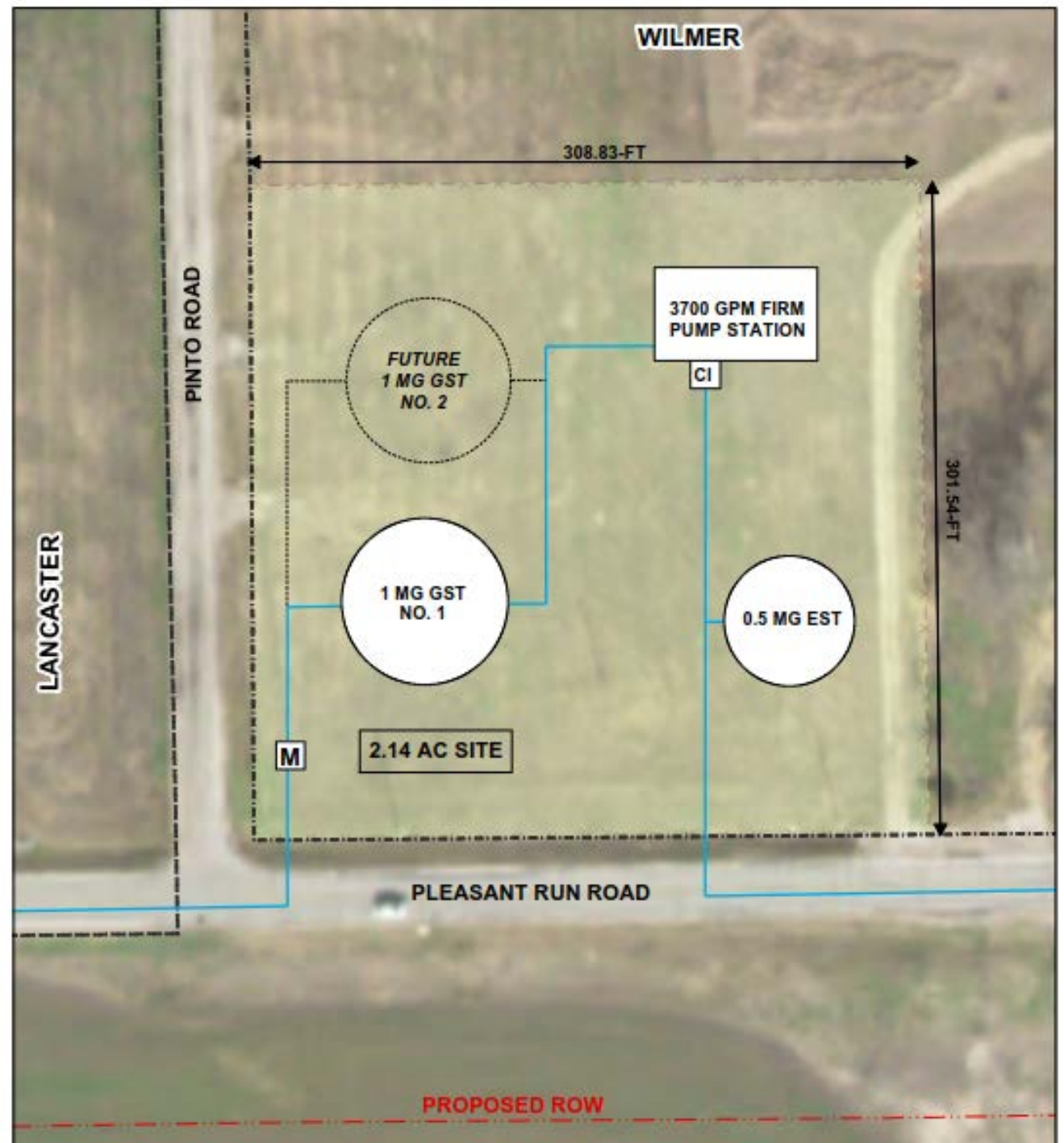
# Water System Improvements Scope





# Wilmer - Pinto Pump Station

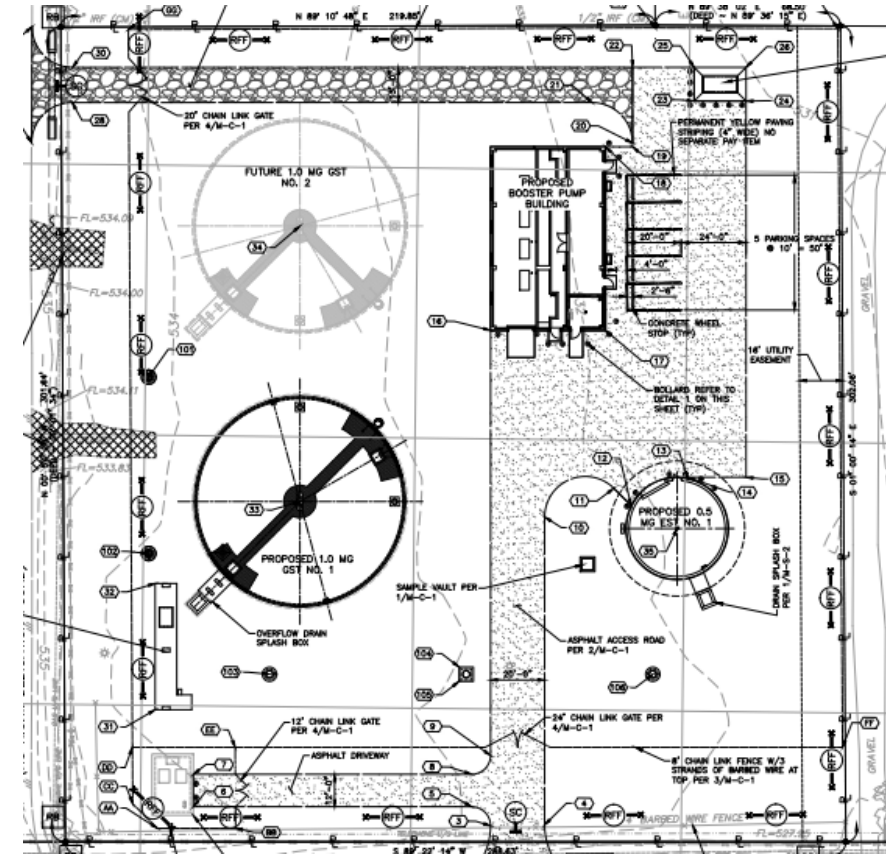
- Pump station with 3,700 gpm (5.33 MGD) firm capacity
- 1.0 MG ground storage tank (room for an additional 1.0 MG in the future)
- 0.5 MG elevated storage tank
- Meter station to control flow and isolate Wilmer and Lancaster water systems
- Chlorination system
- Control system modifications





# Benefits of New Pump Station

- Redundancy in supply from Lancaster and Hutchins
- Adequate storage for fire flow
- Provides hydraulic separation between the Cities
- New EST provides redundancy to the existing EST at Swango PS
- 1.5 MG Storage provides capacity for additional 7,500 connection per TCEQ 200 gallon per connection





# Existing Pleasant Run Road

- Existing 2-lane asphaltic roadway
- East-West alignment between Lancaster and Wilmer
- Existing drainage swales alongside roadway
- Existing storm drainage culverts under Pleasant Run Road



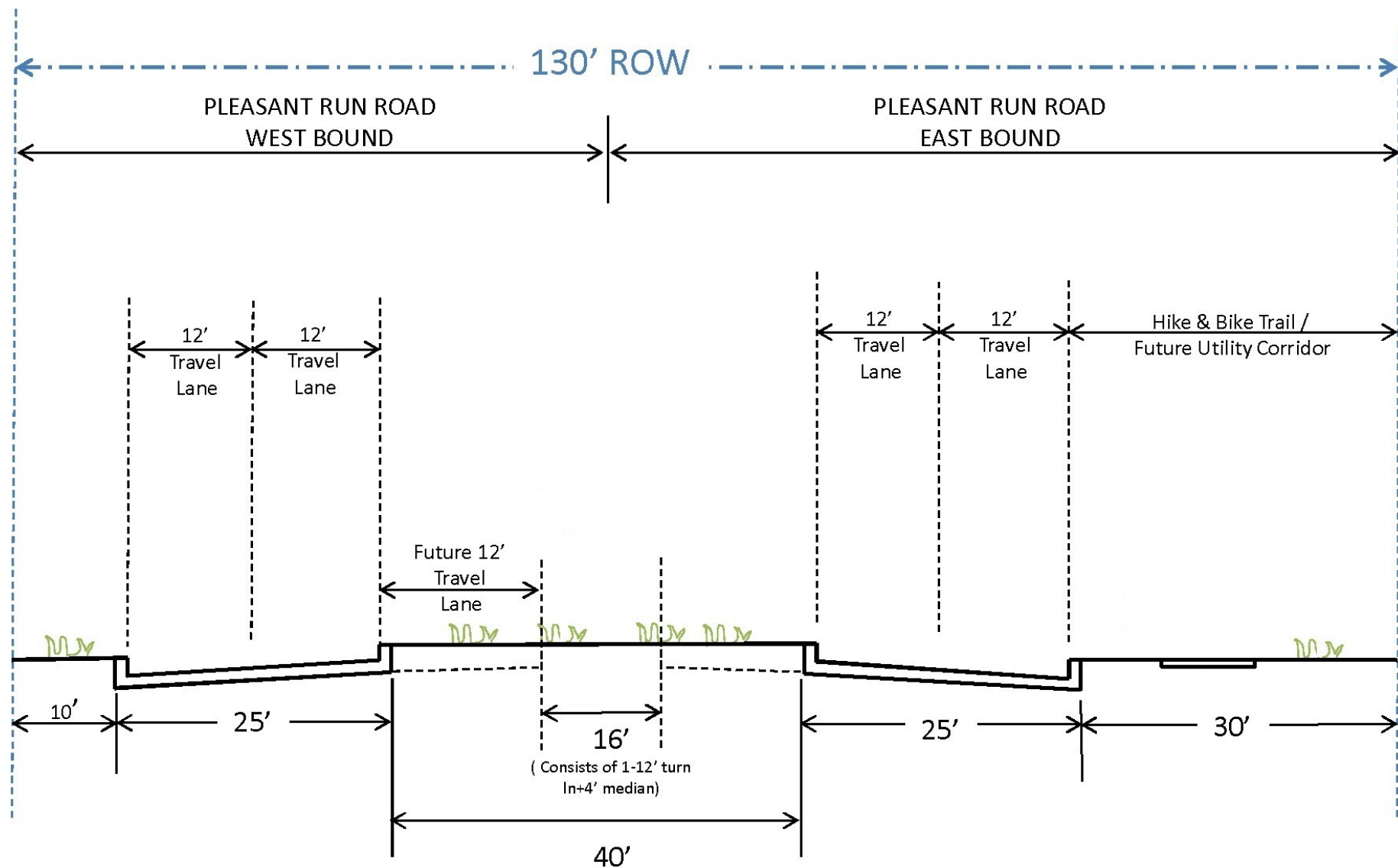


# Proposed Pleasant Road Improvements



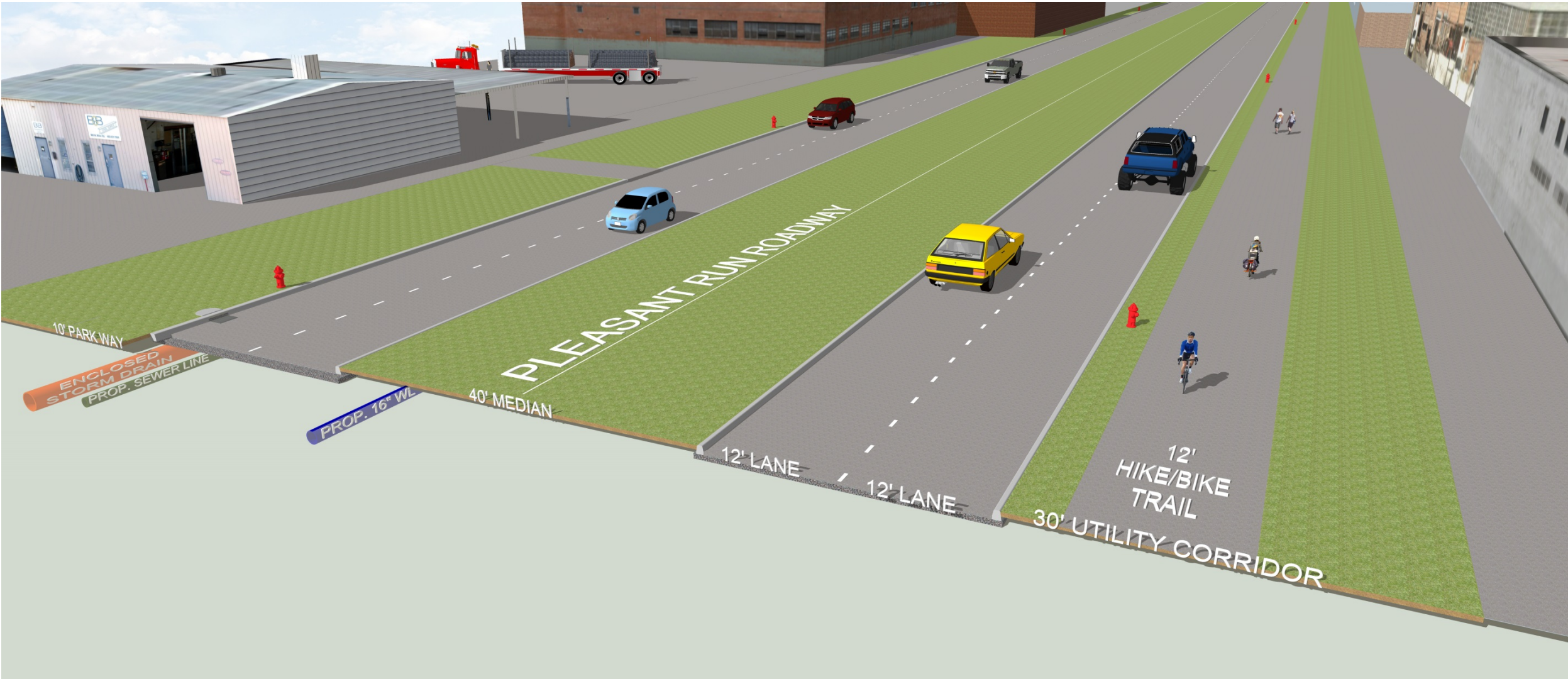


# Proposed Pleasant Road Cross Section





# Pleasant Run Road Improvements





# Pleasant Run Roadway Improvements

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- 3.1 miles of 4-lane divided concrete pavement with curb-and-gutter
- 12-ft wide hike and bike trail including illumination
- Culverts for Cottonwood Creek and other tributaries (5 locations)
- Challenges:
  - Utility coordination and relocation (AT&T, Atmos, Oncor)
  - 130-ft ROW acquisition – minimized impact to property owners/parcels by acquiring from the south
  - Provide 30-ft corridor for future water transmission main



# Proposed Sanitary Sewer





# Proposed Sanitary Sewer Improvements

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- Lancaster
  - Replace a portion of the existing 8-inch line serving Lancaster between Lancaster-Hutchins Road to Cornell Road due to roadway cuts
  - 12-inch gravity sewer serving Lancaster between Cornell Road and Pinto Road
  - 520 gpm lift station and 6-inch force main required to overcome grade differences along Pleasant Run Road in Lancaster
- Wilmer
  - 8-inch gravity sewer from Pinto Road to just west of Millers Ferry
  - 15-inch gravity sewer interceptor along Cottonwood Creek connecting at an existing manhole on Greene Road
  - Two aerial crossings at Cottonwood Creek



# Proposed Sanitary Sewer Improvements - Wilmer





# Revolutionary Project Delivery

## Strategic Partnering

- Agency Partnering
- City Partnering

## Tactical Partnering

- Construction Partnering
- Design Partnering
- Utility Partnering

## PARTNERING RELATIONSHIPS

Trust, Commitment, Shared Vision

### AAR's

- "What's Learned"
- "What's Improved"
- "What's Not Done"
- "What's Done Well"

"Trust and  
Feedback"

After Action  
Reviews

COUNTY  
CITY  
LOCAL AGENCY  
FED / STATE AGENCY

"Bureaucracy"

### ICI Negotiations

Dealpoints,  
Project Lead  
Interrelated Departments  
Stakeholders

PROPERTY OWNERS  
STAKEHOLDERS  
BUSINESSES  
NEIGHBORHOOD  
DEVELOPMENT

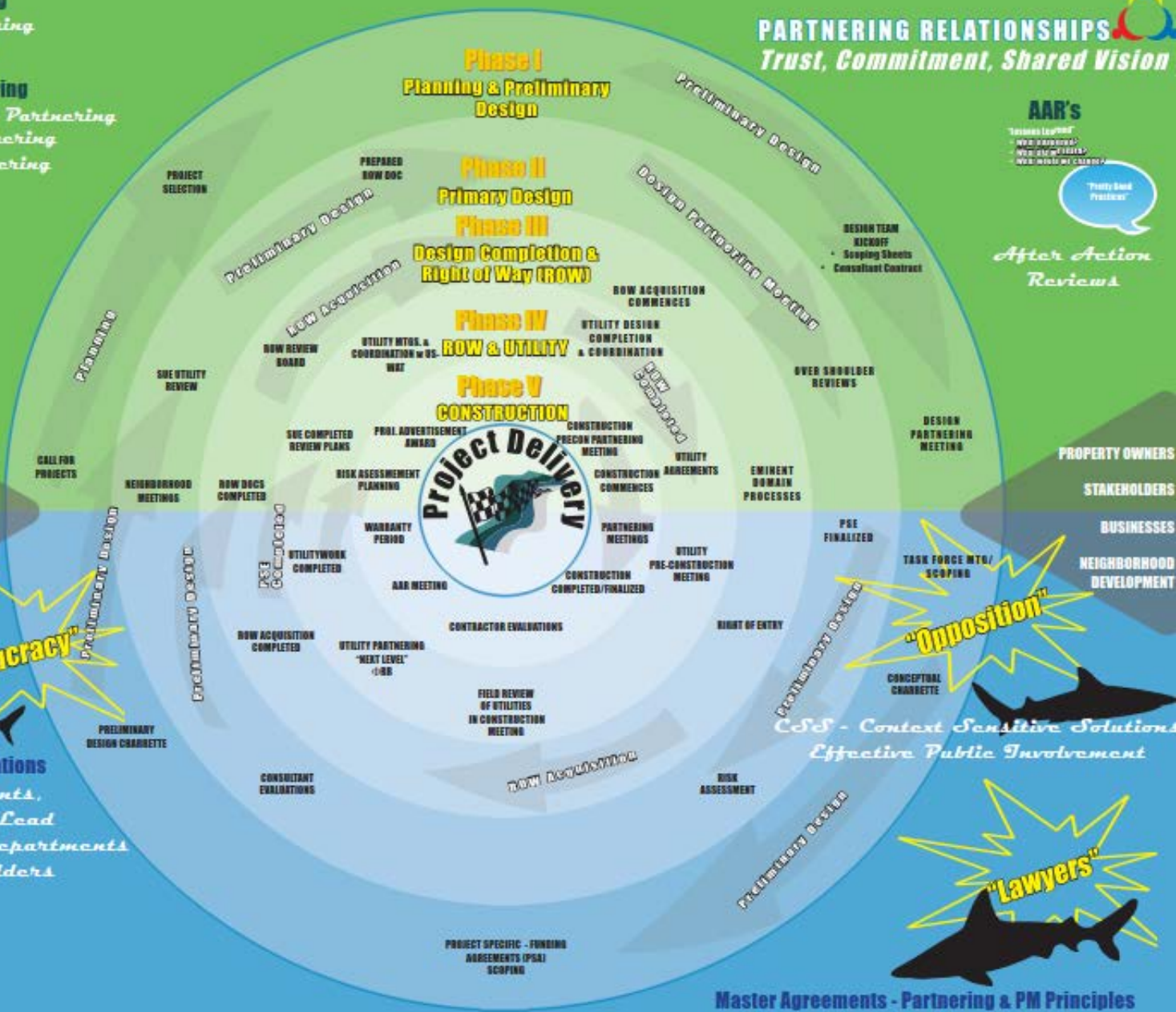
"Opposition"

CS - Context Sensitive Solution  
Effective Public Involvement

"Lawyers"

### Master Agreements - Partnering & PM Principles

PSA, Permits, Specifications,  
Code Regulations, Financing





# Funding & Phasing

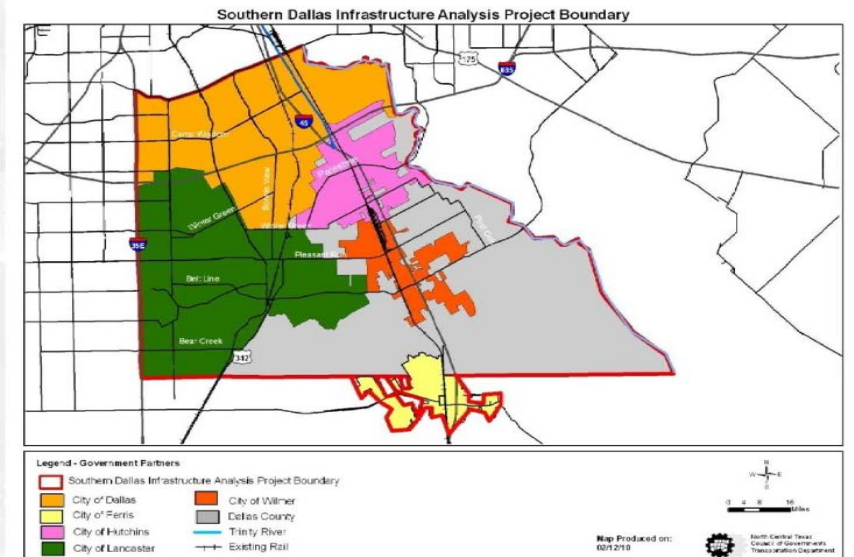
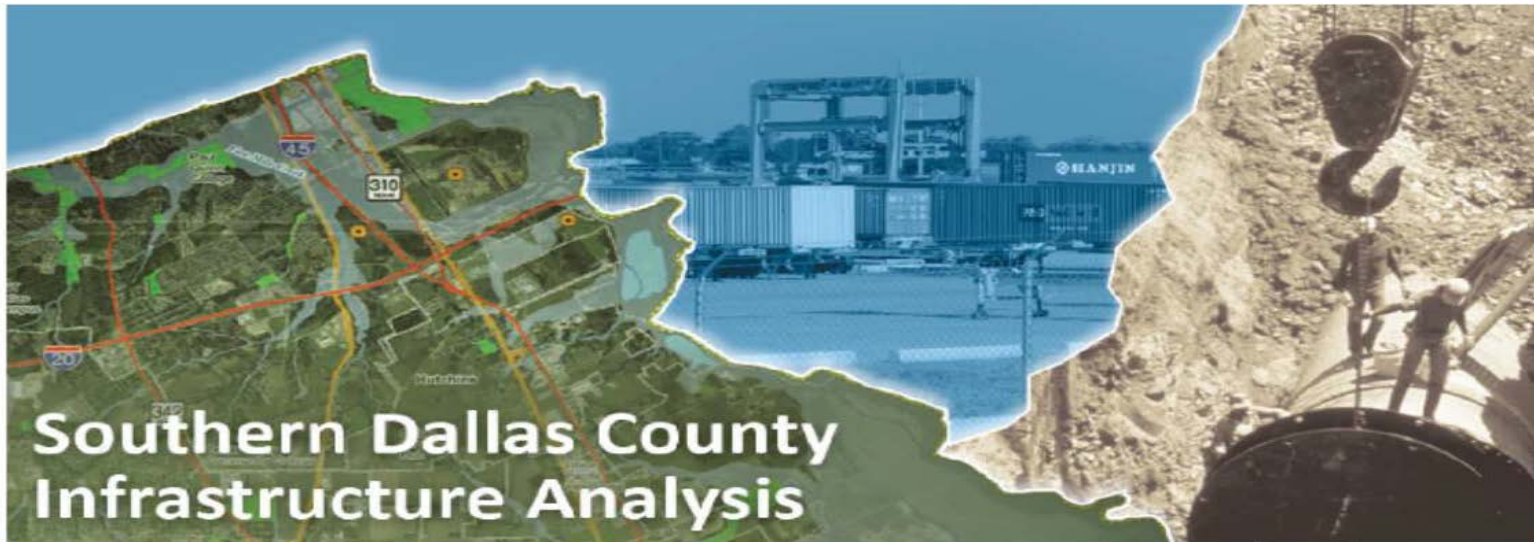
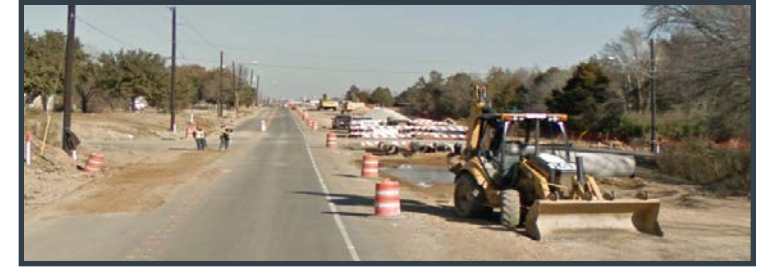
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- Total Estimated Project Cost of Pleasant Run Road: \$32M
- Based on Prioritization and Funding Constraints:
  - **Phase I-A: Water Line Only Improvements (Complete @ \$2.7M)**
  - **Phase I-B: Pinto Pump Station (Bid Award @ \$6.0M)**
  - **Phase II: Roadway, Drainage & Sewer (Construction expected in Spring 2018)**
  - **Phase III: Hike & Bike Trail (Construction expected in Fall 2018)**

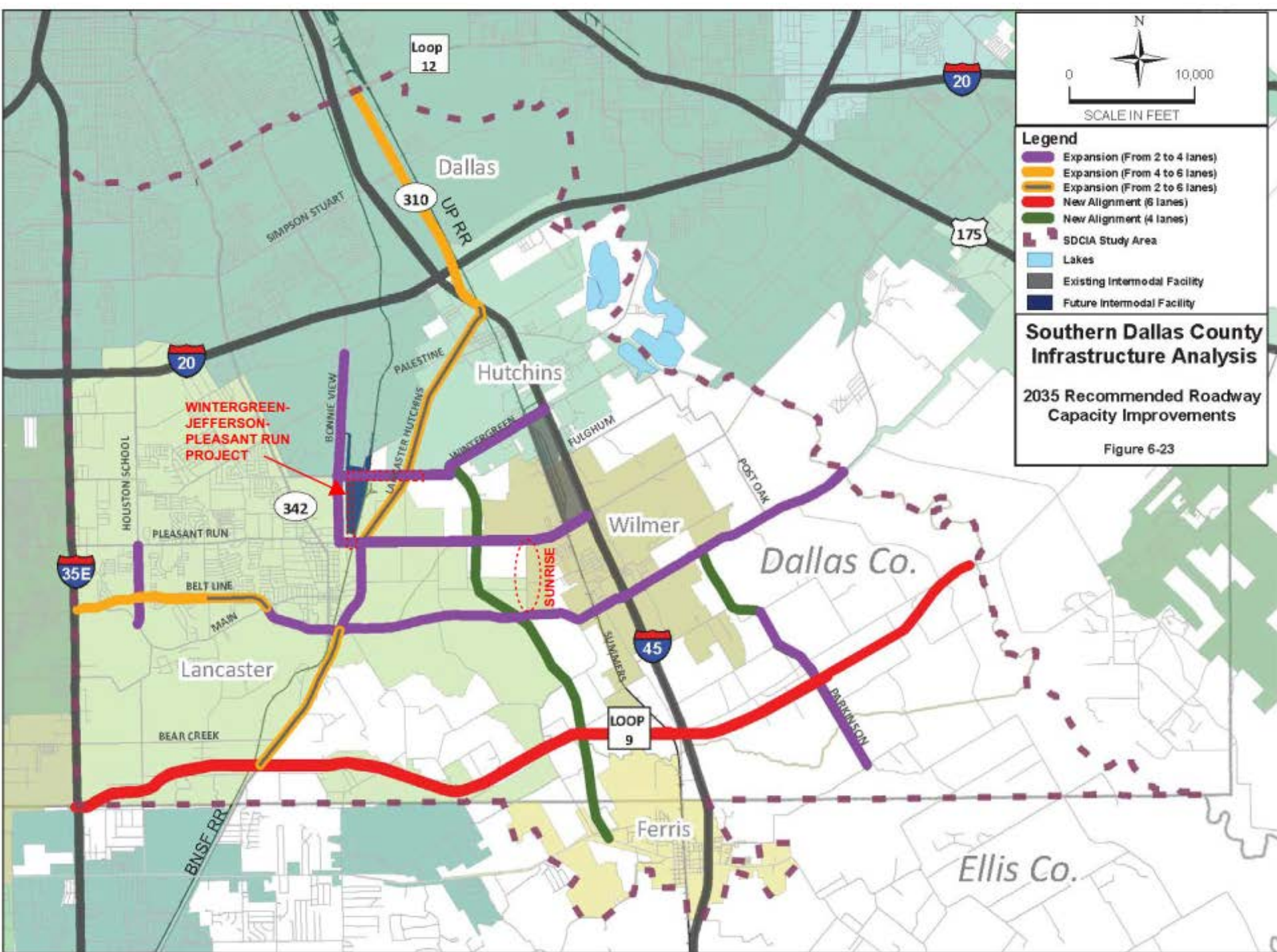


# Next Steps

- Study area generally within SDCIA area
  - Primary focus branching out from intermodal terminal/Pleasant Run Rd.
- Materials to be Reviewed
  - Southern Dallas County Infrastructure Analysis (SDCIA)
  - Plans, Documents from Cities and other Agencies
  - Site Visits, Photos
  - Projects: Recently Completed, Ongoing and Planned
  - Criteria from Potential Funding Opportunities



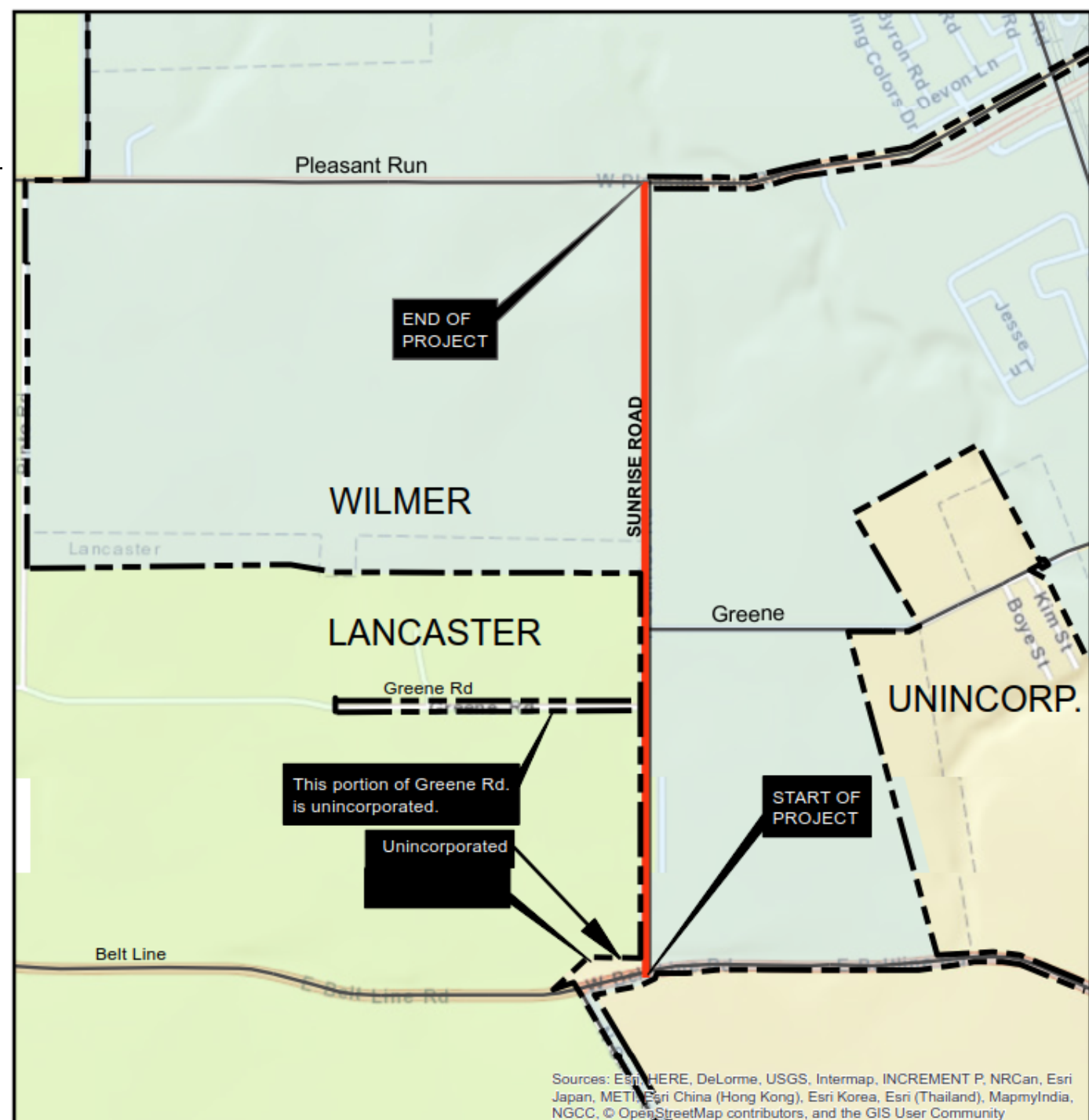






# Sunrise Rd. Project Location

- Connect Beltline To Pleasant Run Road
- Support plans for commercial/industrial development





# Existing Sunrise Road



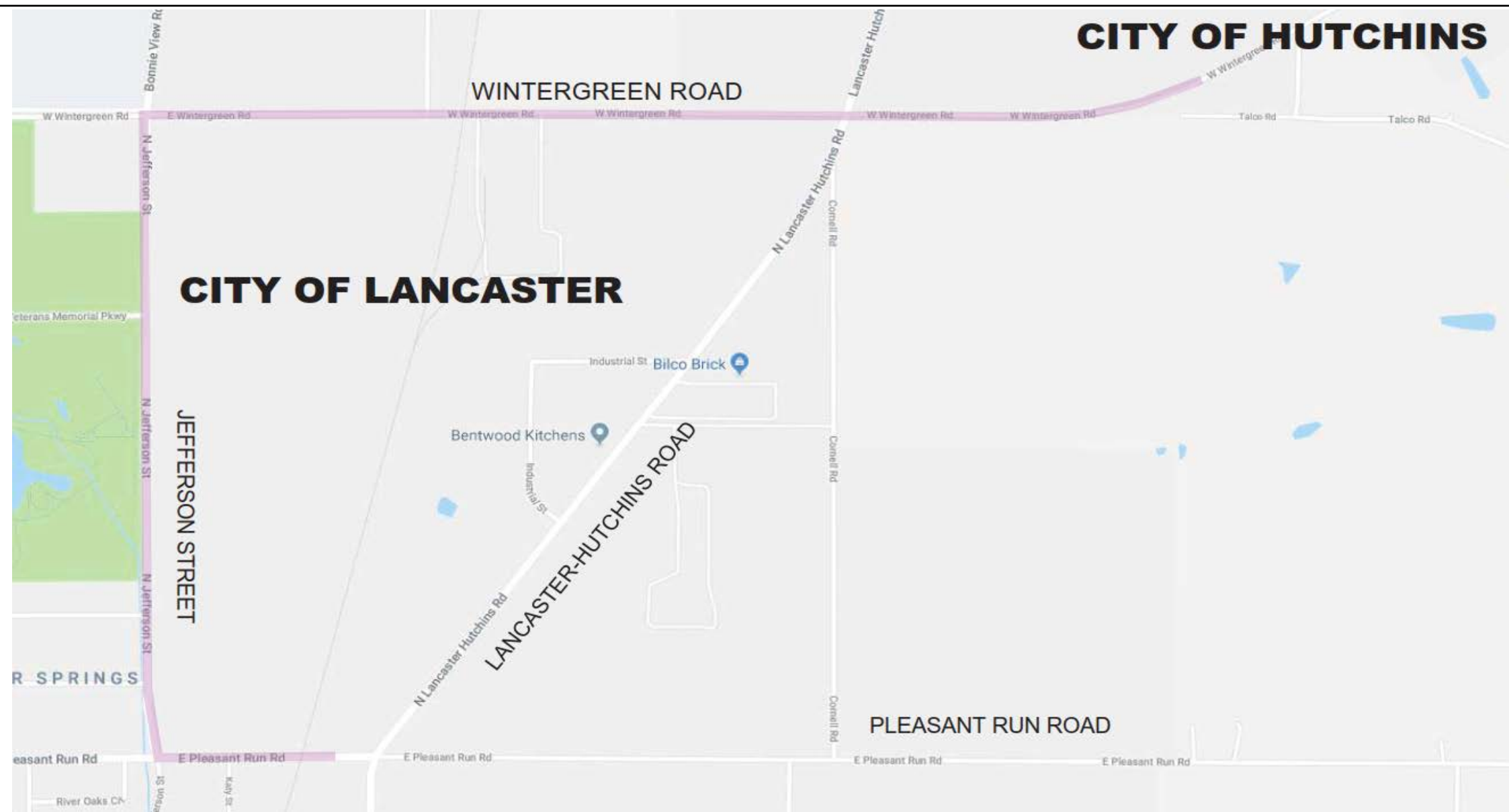


# Project Limits





# Wintergreen-Jefferson-Pleasant Run Improvements

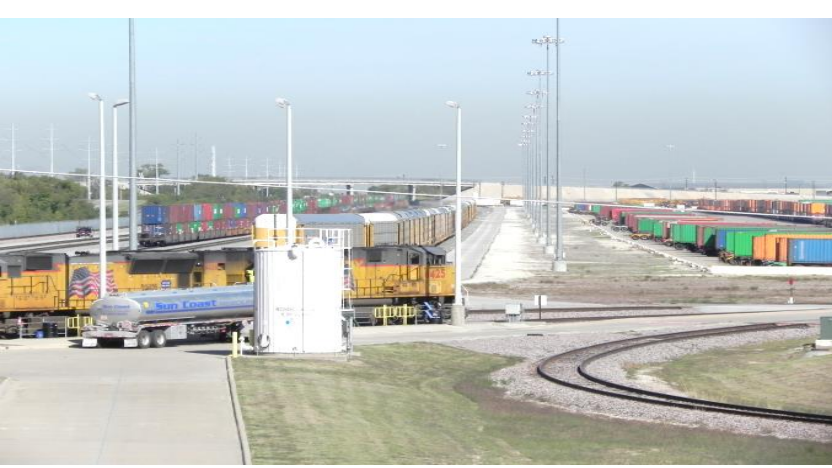




# Partnership Delivers Success







Thank You!!

