



City of Colleyville

City Council Worksession

Agenda

City Hall
100 Main Street
Colleyville, Texas 76034
817. 503.1000
www.colleyville.com

Monday, June 30, 2014
6:00 p.m.

City Council Chambers
Third Floor, City Hall

1. CALL TO ORDER

2. PRESENTATION AND DISCUSSION

2a Discussion of the Glade Road Project

2b Discussion of the SH26/Colleyville Boulevard Reconstruction Project

3. EXECUTIVE SESSION - In accordance with Texas Government Code Chapter 551, Subchapter D

Section 551.087 – Economic Development - Discuss or deliberate regarding commercial or financial information that the City has received from business prospects that the City seeks to have locate, stay, or expand in the City and with which the City is conducting economic development negotiations; deliberate the offer of a financial or other incentive to a business prospect

4. ADJOURNMENT

I hereby certify this agenda was posted on City Hall bulletin boards Friday, June 27, 2014 by 5:00 p.m.

Amy Shelley, TRMC
City Secretary

Any matter on this agenda may, at the discretion of the governing body, be opened for public comment and discussion.

If you plan to attend this public meeting and have a disability that requires special accommodations, please advise the City Secretary at least 48 hours in advance at 817.503.1133, and reasonable accommodations will be made to assist you.



City of Colleyville Colleyville City Council Worksession Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 2a

Agenda Date 06/30/2014

Type Pre Council

Department Public Works

Title

Discussion of the Glade Road Project

Explanation

This item is to facilitate and continue the discussion on the Glade Road Project from the June 17, 2014 Pre Council meeting.

A project timeline of the past meetings and discussions is shown below.

- October 5, 2011 Pre Council presentation on the Glade Road and Bluebonnet Road intersection. At this meeting, the City Council directed staff to proceed with engaging a design engineer to study the entire Glade Road corridor.
- July 2, 2012 City engaged the services of TranSystems for a preliminary corridor study
- November 20, 2012 Pre Council presentation of the preliminary corridor study
- February 19, 2013 City engaged the services of TranSystems for a preliminary design
- May 23, 2013 Glade Road Public Meeting
- November 18, 2013 Glade Road Public Meeting
- March 3, 2014 City Council Worksession to discuss consultant's preliminary design
- April 16, 2014 City Council Worksession to discuss consultant's preliminary design
- June 17, 2014 Pre Council presentation of the consultant's preliminary design

Please note that all graphics included in presentation are artistic renderings based upon the preliminary concepts that have been discussed. The ultimate project impact will be determined by the final engineering design.

Attachments

1. March 3, 2014 TranSystems presentation
2. April 16, 2014 TranSystems presentation
3. June 17, 2014 TranSystems presentation



GLADE ROAD PROJECT

MARCH 3, 2014 PRESENTATION

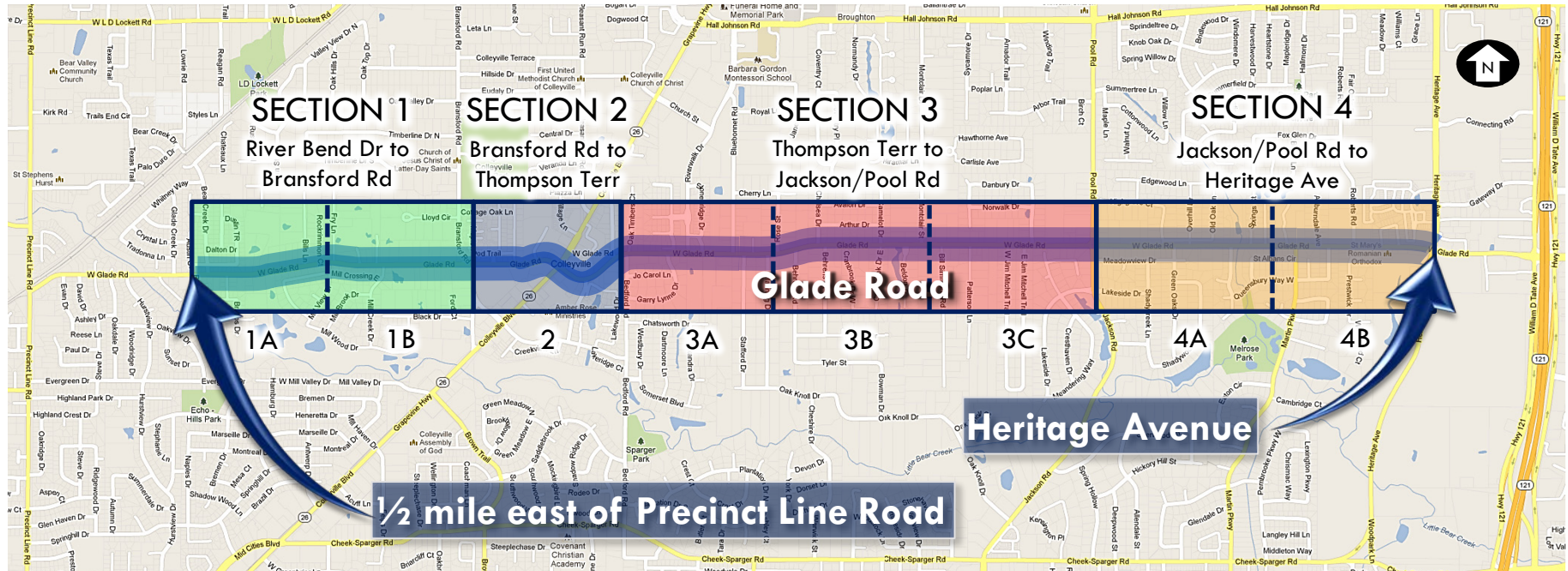
Workshop Agenda

- **Overview of Project and Study Approach**
- **Summary of Public Involvement**
- **Survey Results and Recommended Alternatives**
 - **Overview of Alternatives, Roadway Section, Intersection Type**
- **Survey Results and Recommendation of Corridor Features**
 - **Curb Type, Pavement Type, Sidewalks, Street Lighting**
- **Proposed Construction Schedule**
- **Next Steps (Public Meeting, Report....)**



Purpose:

Provide a vision and plan for future improvements to Glade Road.



Project Study Approach

Gather / Analyze Data

Roadway Geometry
Traffic Data
Accident Data

Public Involvement

Public meetings and presentations
Gather public input

Develop Alternatives

Present Alternatives / Gather Public Input

Make Recommendation

Develop a preferred alternative that fits Glade Road
Mitigate issues with strategic improvements

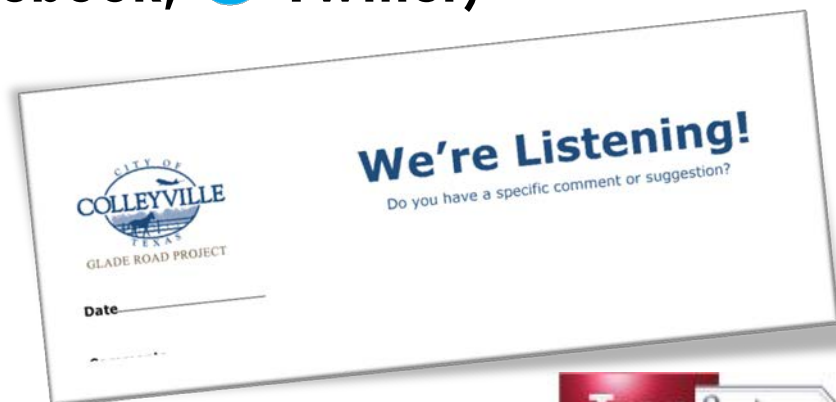
Summary of Public Involvement

• Public Involvement – Early and Often

- Public meetings and presentations to community groups.
 - Homeowner Associations
 - Chamber of Commerce, Lions Club, Woman's Club, Rotary Club
- Approximately 200 people at public meeting May 23rd, 2013
 - 142 Comments Received
- Approximately 350 people at public meeting November 18th, 2013
 - 393 Surveys Received

• Online Presence (Website, Facebook, Twitter)

- Web: www.gladeroadproject.com
 - Over 2,363 unique visitors (3,255 total)
- Email: info@gladeroadproject.com
 - Over 500 e-newsletter subscriptions



Summary of Public Involvement

We're Listening!

Please indicate your preferences or provide comments.



Name: _____

Address: _____



- 1) What is your preferred roadway configuration for **Section 1?** (River Bend Dr. to Bransford Rd)
 - a) Two lanes with left-turn lanes where warranted
 - b) Two lanes with continuous left-turn lane
 - c) Two lanes with medians and left-turn lanes
- 2) What is your preferred roadway configuration for **Section 3?** (Riverwalk Dr. to Jackson/Pool Rd.)
 - a) Two lanes with left-turn lanes where warranted
 - b) Two lanes with continuous left-turn lane
 - c) Two lanes with medians and left-turn lanes
- 3) What is your preferred roadway configuration for **Section 4?** (Jackson/Pool Rd. to Heritage Ave.)
 - a) Two lanes with left-turn lanes where warranted
 - b) Two lanes with continuous left-turn lane
 - c) Two lanes with medians and left-turn lanes
- 4) Do you have a preference on which pavement type is used for Glade Road?
 - a) Yes, asphalt
 - b) Yes, concrete
 - c) No preference
- 5) Do you have a preference on whether curb and gutter or a ribbon curb is used for Glade Road?
 - a) Yes, curb and gutter with storm drain
 - b) Yes, ribbon curb with engineered swales with storm drain
 - c) No preference
- 6) Would you like to have sidewalks/trails along Glade Road?
 - a) Yes, 5' sidewalk on the south side and 10' trail on the north side of Glade Road
 - b) Yes, 5' sidewalk on both sides of Glade Road
 - c) Yes, 5' sidewalk only on one side of Glade Road
 - d) No preference

OVER

We're Listening!

Please indicate your preferences or provide comments.

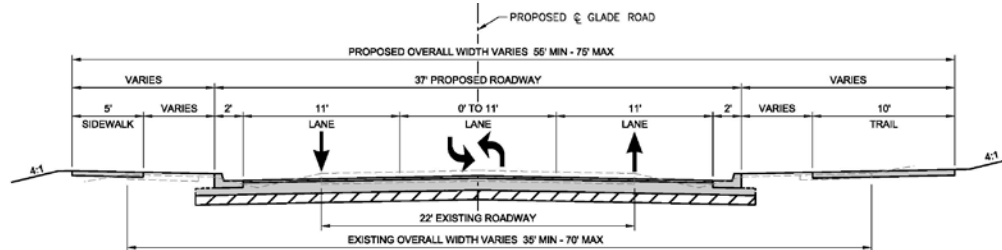


- 7) At the intersection of Glade Road and **Bransford Road** I would prefer to see:
 - a) A roundabout
 - b) A traffic signal
 - c) Stop sign controlled
- 8) At the intersection of Glade Road and **Bedford Road** I would prefer to see:
 - a) A roundabout
 - b) A traffic signal - Bedford Road realigned to improved sight distance
 - c) Stop sign controlled - Bedford Road realigned to improved sight distance
 - d) No improvements
- 9) At the intersection of Glade Road and **Riverwalk Drive** I would prefer to see:
 - a) A roundabout
 - b) A traffic signal
 - c) Stop sign controlled
- 10) At the intersection of Glade Road and **Bluebonnet Road** I would prefer to see:
 - a) A roundabout
 - b) A traffic signal
 - c) Stop sign controlled on Bluebonnet Road only - Improve sight distance and remove stop signs on Glade Road
- 11) At the intersection of Glade Road and **Martin Parkway** I would prefer to see:
 - a) A roundabout
 - b) A traffic signal
 - c) Stop sign controlled
- 12) At the intersection of Glade Road and **Roberts Road / Prestwick Drive** I would prefer to see:
 - a) A roundabout
 - b) A traffic signal
 - c) Stop sign controlled

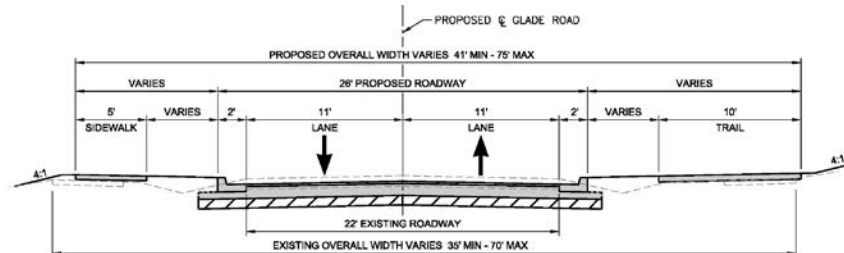
Please give any additional comment in the space provided below:

Overview of Alternatives

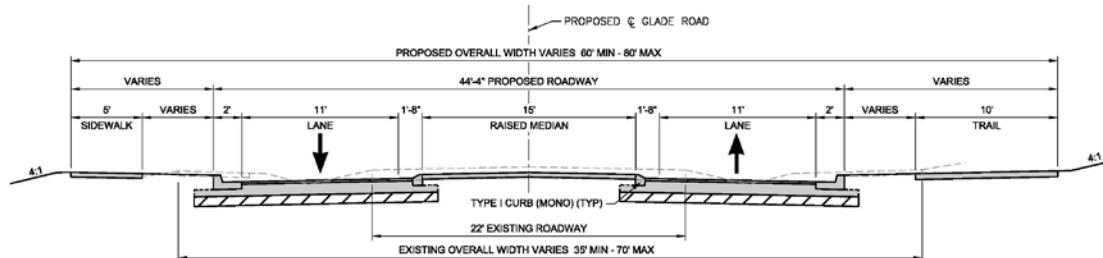
Roadway



TWO LANES WITH CONTINUOUS LEFT TURN LANE



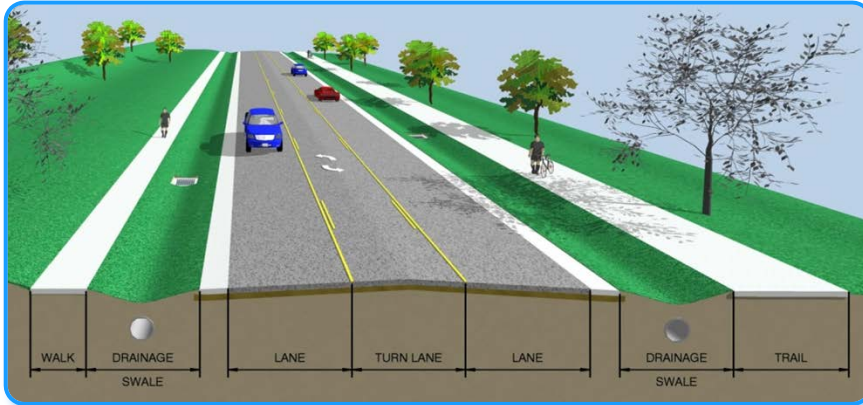
TWO LANES WITH LEFT TURN LANES WHERE WARRANTED



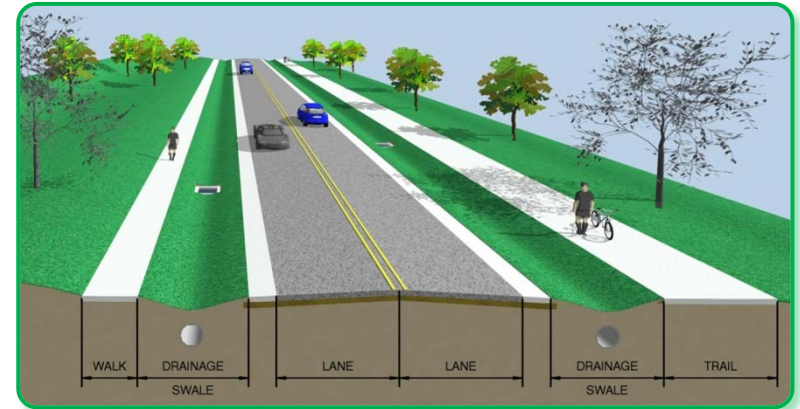
TWO LANES WITH MEDIANS AND LEFT TURN LANES

Overview of Alternatives

Roadway



**TWO LANES WITH CONTINUOUS LEFT
TURN LANE**



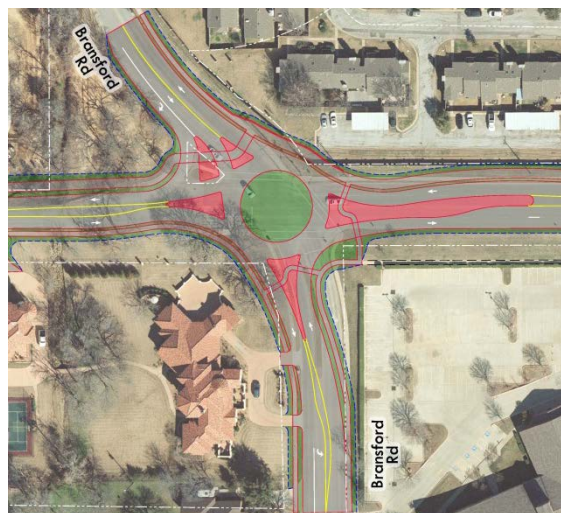
**TWO LANES WITH LEFT TURN LANES
WHERE WARRANTED**



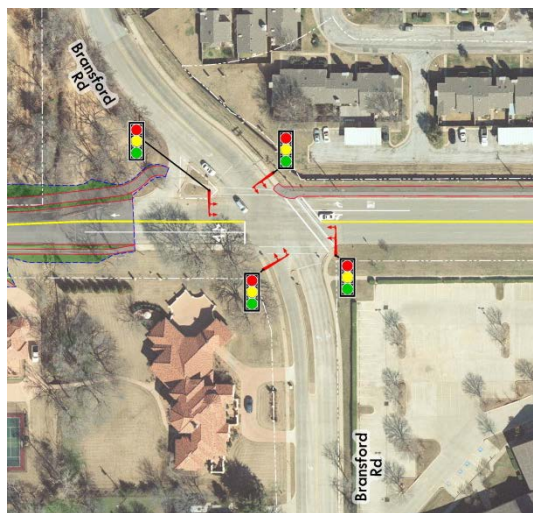
TWO LANES WITH MEDIANS AND LEFT TURN LANES

Overview of Alternatives

Intersections



a) Roundabout



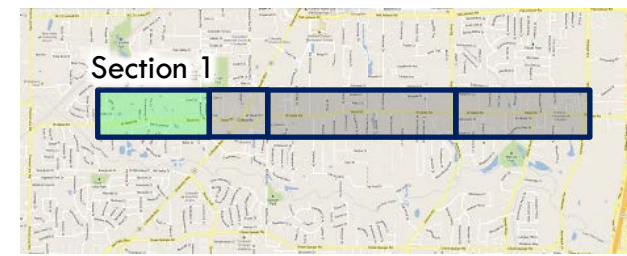
b) Traffic signal



c) Stop sign

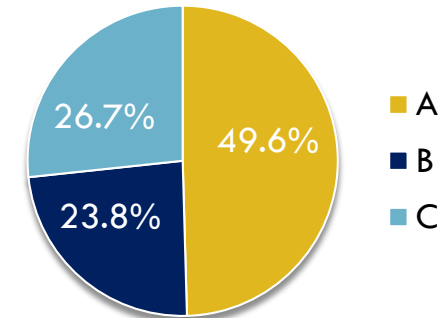
Section 1

Survey Results



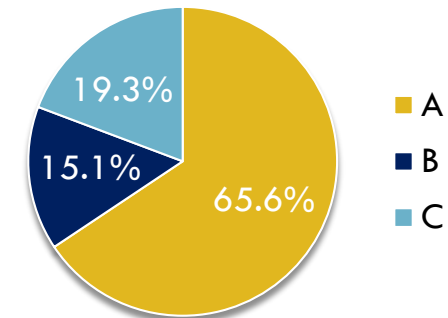
No. 1 - What is your preferred roadway configuration for Section 1? (**River Bend Dr. to Bransford Rd.**)

A) Two lanes with left-turn lanes where warranted	49.6%	169
B) Two lanes with continuous left-turn lane	23.8%	81
C) Two lanes with medians and left-turn lanes	26.7%	91



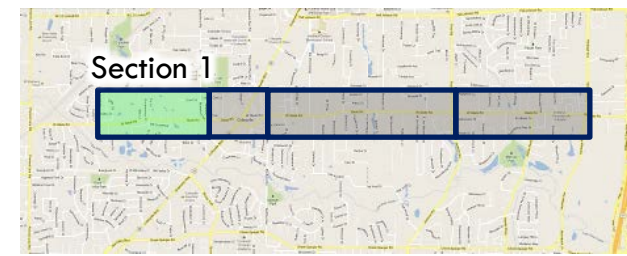
No. 7 - At the intersection of **Glade Road and Bransford Road**, I would prefer to see:

A) A roundabout	65.6%	235
B) A traffic signal	15.1%	54
C) Stop sign controlled	19.3%	69



Section 1

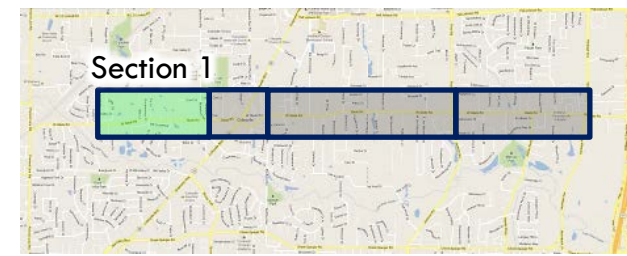
Recommendation



- **Two Lanes With Left Turn Lanes Where Warranted**
 - Provides capacity to handle existing traffic volumes.
 - Minimal development expected.
 - Minimizes impacts to adjacent properties. Approximately
 - 5 trees to be removed.
 - Can improve sight distance at Mill View Drive.
- **Bransford Intersection – Roundabout**
 - Current four-way stop is “Over Capacity”.
 - Traffic signal not warranted by federal guidelines.
 - Adjacent property owner open to roundabout.
 - Estimated construction cost \$750,000 to \$1,000,000.
 - Traffic Signal would be alternate recommendation.

Section 1

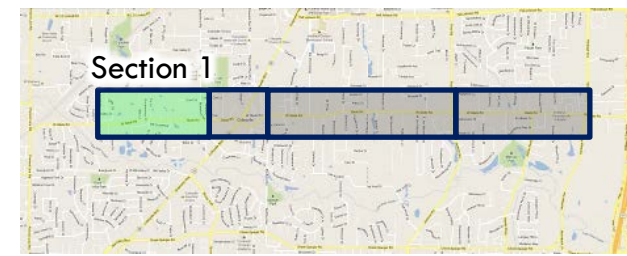
Recommendation



- **Right-of-way**
 - Number of parcels – 20 Time to acquire – 6-9 months
- **Franchise and City Utility Relocations**
 - Overhead electric, gas line and meters, communication lines and boxes
 - Water and sanitary sewer
- **Opinion of Probable Cost - \$4,948,500**
 - Construction Cost - \$4,285,000
 - Right-of-way Cost - \$270,000
 - Design Services - \$255,000
 - Right-of-way Services - \$13,500
 - Construction Services - \$125,000
- **Estimated Construction Time - 13-16 months**

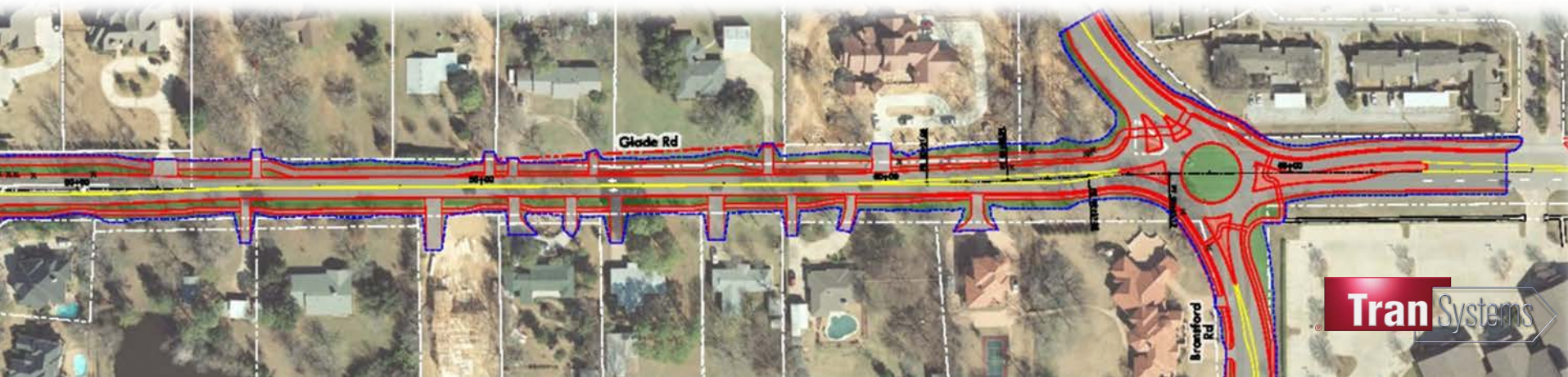
Section 1

Recommendation



Discussion

- **Two Lanes With Left Turn Lanes Where Warranted**
 - Recommendation matches Survey Results
- **Bransford Intersection – Roundabout**
 - Recommendation matches Survey Results



Section 2

Recommendation



- **Pavement Markings, Sidewalk and/or Trail**

- Minimal Changes in Section 2
- Coordination with Whole Foods development.

- **Right-of-way**

- Number of parcels – 13 (sidewalk easements)

Time to acquire – 3-6 months

- **Franchise and City Utility Relocations**

- Minor adjustments overhead electric, water and communications.

- **Opinion of Probable Cost - \$319,000**

- Construction Cost - \$210,000
- Right-of-way Cost - \$80,000
- Design Services - \$15,000
- Right-of-way Services - \$4,000
- Construction Services - \$10,000

- **Estimated Construction Time - 3 months**

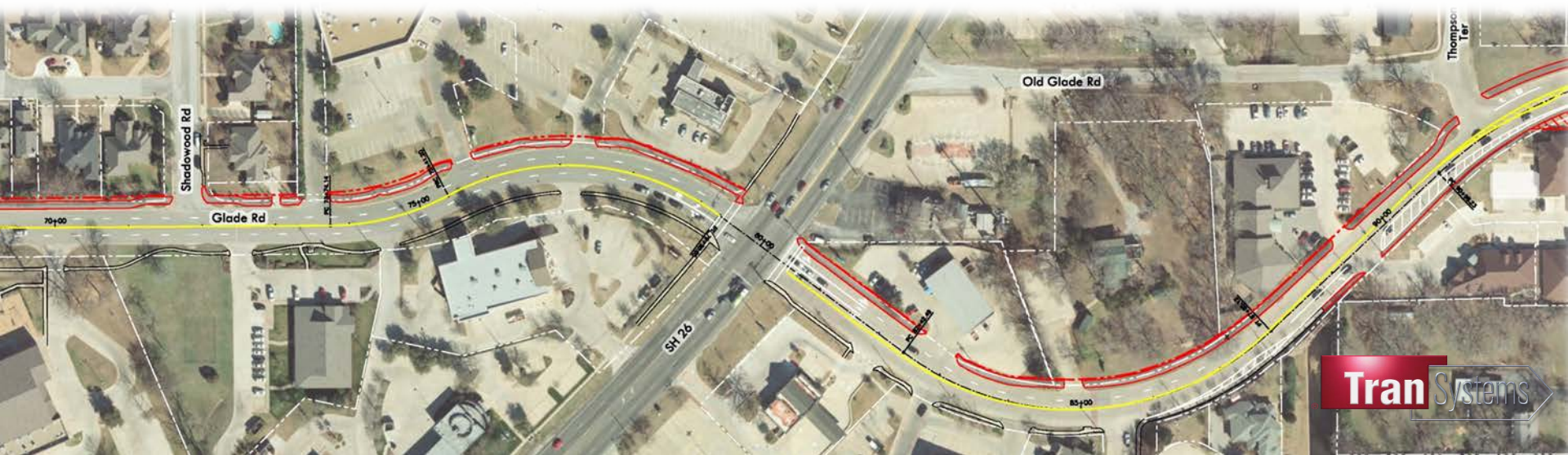
Section 2

Recommendation



Discussion

- **Pavement Markings and Sidewalk and/or Trail**



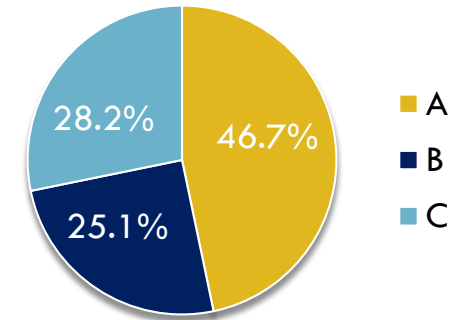
Section 3

Survey Results



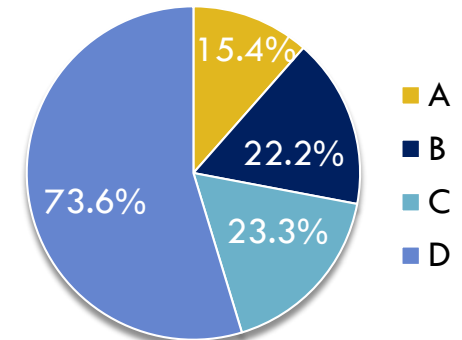
No. 2 - What is your preferred roadway configuration for Section 3? (Riverwalk Dr. to Jackson/Pool Rd.)

A) Two lanes with left-turn lanes where warranted	46.7%	164
B) Two lanes with continuous left-turn lane	25.1%	88
C) Two lanes with medians and left-turn lanes	28.2%	99



No. 8 - At the intersection of Glade Road and Bedford Road, I would prefer to see:

A) A roundabout	15.4%	55
B) A traffic signal - Bedford Road realigned to improve sight distance	22.2%	79
C) Stop sign controlled - Bedford Road realigned to improve sight distance	23.3%	83
D) No improvements	73.6%	262



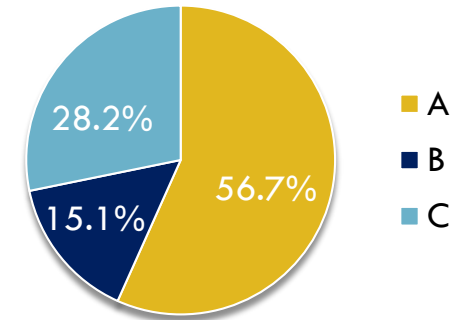
Section 3

Survey Results



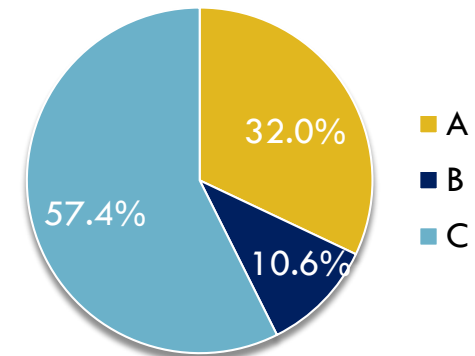
No. 9 - At the intersection of Glade Road and Riverwalk Drive, I would prefer to see:

A) A roundabout	56.7%	199
B) A traffic signal	15.1%	53
C) Stop sign controlled	28.2%	99



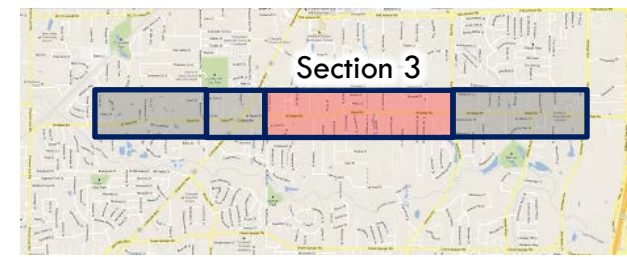
No. 10 - At the intersection of Glade Road and Bluebonnet Road, I would prefer to see:

A) A roundabout	32.0%	115
B) A traffic signal	10.6%	38
C) Stop sign controlled on Bluebonnet Road only – Improve sight distance and remove stop signs on Glade Road	57.4%	206



Section 3

Recommendation



- **Bedford to Bluebonnet - Two Lanes With Continuous Left Turn Lane**
 - Provides capacity to handle existing traffic volumes.
 - Several driveways accessing Glade – Left-turn lanes would overlap.
 - Approximately 37 trees to be removed.
- **Bedford Intersection – Re-align**
 - Improves intersection sight distance by approximately 120 feet.
 - Increases decision time by over 2 seconds.
 - Significant right-of-way required.
 - Estimated construction cost \$75,000 to \$100,000 (when included in larger project).

Section 3

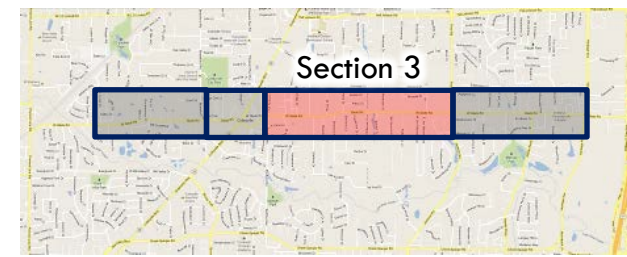
Recommendation



- **Riverwalk Intersection – Roundabout**
 - Will improve peak hour southbound left-turn congestion.
 - Traffic signal not warranted by federal guidelines.
 - This will include drainage improvements.
 - Significant right-of-way required.
 - Impacts to residential property south of intersection.
 - Estimated construction cost \$750,000 to \$1,000,000.
 - Impacts to residential property south of intersection.

Section 3

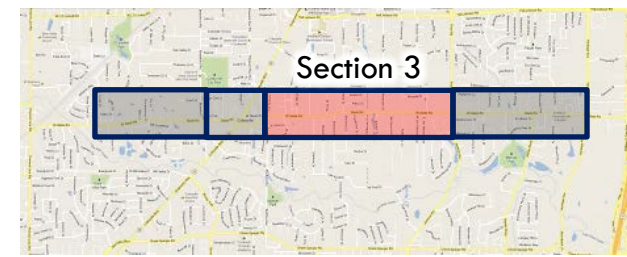
Recommendation



- **Bluebonnet Intersection – Stop Sign on Bluebonnet Approach**
 - Lower intersection 5'-6' to improve sight distance.
 - Removing stop signs on Glade Road will eliminate traffic congestion.
 - Minimal traffic on Bluebonnet.
 - Will require relocation of private drive to Stafford Drive.
- **Bluebonnet to Pool/Jackson - Two Lanes With Left Turn Lanes Where Warranted**
 - Provides capacity to handle existing traffic volumes.
 - Minimizes impacts to adjacent properties.
 - Approximately 16 trees to be removed.
 - Can improve sight distance at various locations.

Section 3

Recommendation



- **Right-of-way**
 - Number of parcels – 45 Time to acquire – 12-18 months
- **Franchise and City Utility Relocations**
 - 2600 LF 8” waterline relocation (Bluebonnet)
 - 4600 LF gas line relocation (Bluebonnet)
 - Overhead electric, gas line and meters, communication lines and boxes
 - Water and sanitary sewer
- **Opinion of Probable Cost - \$8,613,000**
 - Construction Cost - \$6,700,000
 - Right-of-way Cost – \$1,250,000
 - Design Services - \$400,000
 - Right-of-way Services - \$63,000
 - Construction Services - \$200,000
- **Estimated Construction Time - 24-28 months**

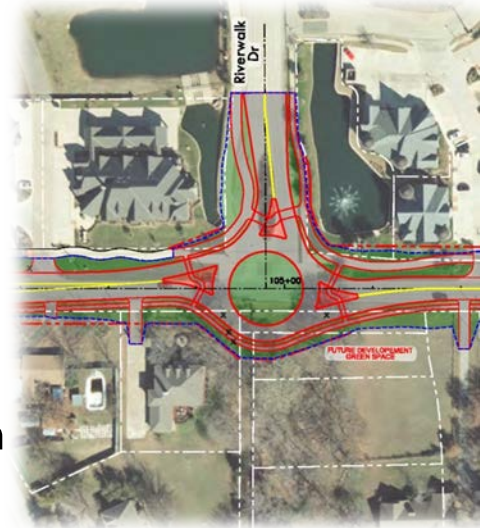
Section 3

Recommendation



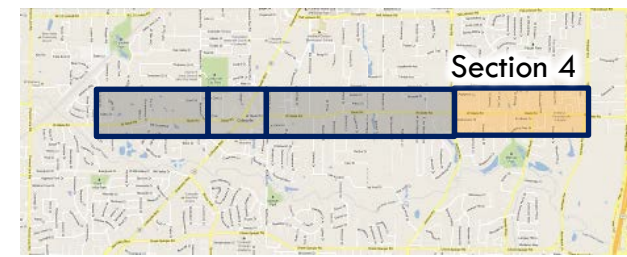
Discussion

- **Bedford to Bluebonnet - Two Lanes With Continuous Left**
 - Survey Results - Two Lanes With Left Turn Lanes Where Warranted
- **Bedford Intersection – Re-align**
 - Survey Results - No improvements
- **Riverwalk Intersection – Roundabout**
 - Recommendation matches Survey Results
- **Bluebonnet Intersection – Stop Sign on Bluebonnet Approach**
 - Recommendation matches Survey Results
- **Bluebonnet to Pool/Jackson - Two Lanes With Left Turn Lanes Where Warranted**
 - Recommendation matches Survey Results



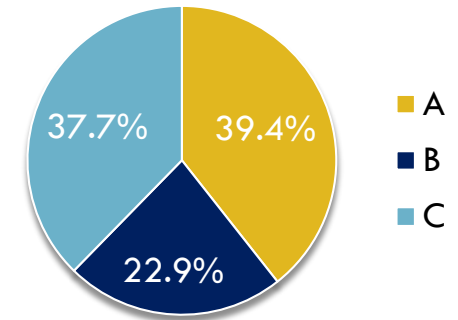
Section 4

Recommendation



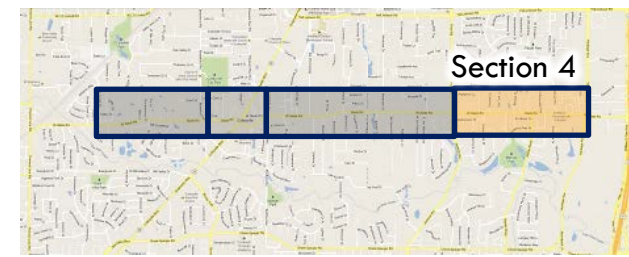
No. 3 - What is your preferred roadway configuration for Section 4 (**Jackson/Pool Rd. to Heritage Ave.**)?

A) Two lanes with left-turn lanes where warranted	39.4%	139
B) Two lanes with continuous left-turn lane	22.9%	81
C) Two lanes with medians and left-turn lanes	37.7%	133



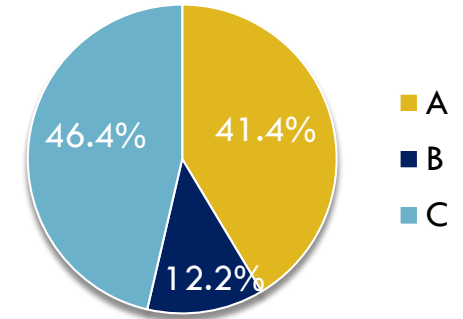
Section 4

Survey Results



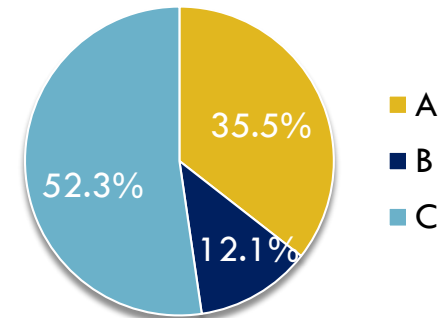
No. 11 - At the intersection of **Glade Road and Martin Parkway**, I would prefer to see:

A) A roundabout	41.4%	142
B) A traffic signal	12.2%	42
C) Stop sign controlled	46.4%	159



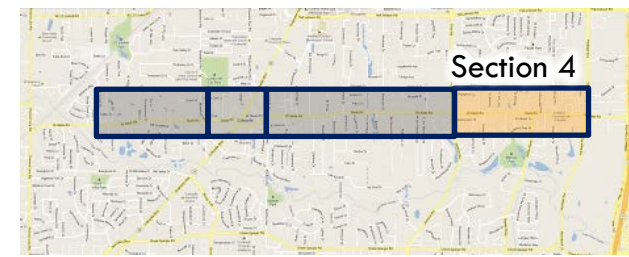
No. 12 - At the intersection of **Glade Road and Roberts Road / Prestwick Drive**, I would prefer to see:

A) A roundabout	35.5%	123
B) A traffic signal	12.1%	42
C) Stop sign controlled	52.3%	181



Section 4

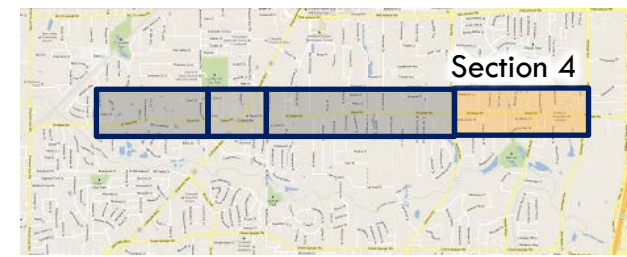
Recommendation



- **Two Lanes With Medians And Left Turn Lanes**
 - Provides capacity to handle existing traffic volumes.
 - Matches existing section of Glade Road just west of Heritage Avenue.
 - Median will be mountable with stamped colored concrete (no landscaping).
 - Approximately 16 trees to be removed.
 - Add additional lane from Heritage Avenue to Roberts Road
- **Martin Parkway Intersection – Stop Sign on Martin Parkway**
 - Traffic signal not warranted by federal guidelines.
 - Roundabout created significant impacts to adjacent property owners.
- **Roberts Road Intersection - Stop Sign on Roberts Road/Prestwick Parkway**
 - Traffic signal not warranted by federal guidelines.
 - Roundabout created significant impacts to adjacent property owners.
 - Add additional southbound lane right-turn lane on Roberts Road.

Section 4

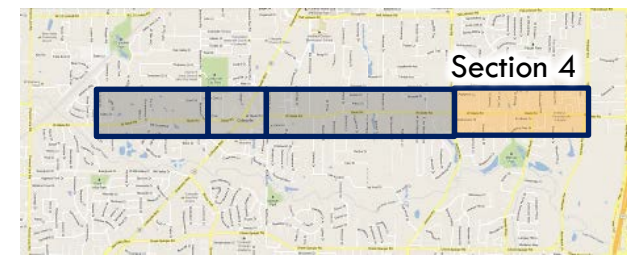
Recommendation



- **Right-of-way**
 - Number of parcels - 7 Time to acquire – 6-9 months
- **Franchise and City Utility Relocations**
 - Overhead electric, gas line and meters, communication lines and boxes
 - Water and sanitary sewer
- **Opinion of Probable Cost - \$3,694,500**
 - Construction Cost - \$3,205,000
 - Right-of-way Cost – \$195,000
 - Design Services - \$190,000
 - Right-of-way Services - \$9,500
 - Construction Services - \$95,000
- **Estimated Construction Time - 12-14 months**

Section 4

Recommendation



Discussion

- **Two Lanes With Medians And Left Turn Lanes**
 - Survey Results - Two Lanes With Left Turn Lanes Where Warranted (by narrow margin)
- **Martin Parkway Intersection – Stop Sign on Martin Parkway**
 - Recommendation matches Survey Results
- **Roberts Road Intersection - Stop Sign on Roberts Road/Prestwick Parkway**
 - Recommendation matches Survey Results



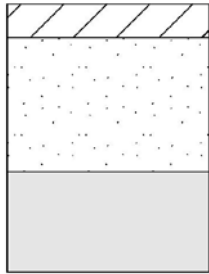
Corridor Features

Pavement Sections



Typical Engineered Pavement Section

Asphalt



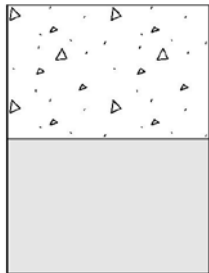
2" Asphalt Surface Course

6"-8" Asphalt Base Course

8"-12" Stabilized Subgrade

- 30 plus year design life
- Reduced road noise
- Faster construction
- Sustainable material
- Maintenance can be performed by City crews

Concrete



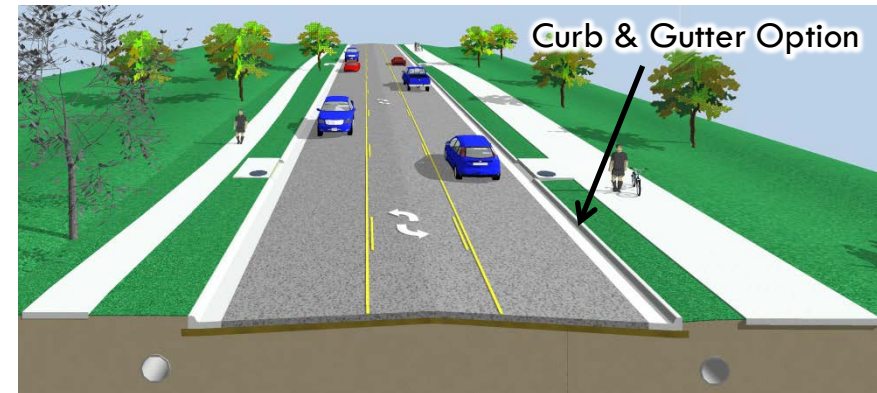
8"-10" Concrete

6"-8" Stabilized Subgrade

- 30 plus year design life
- Increased construction time due to required curing time
- Increased complexity in construction phasing
- Durable material
- Maintenance requires a contractor

Corridor Features

Roadway Drainage



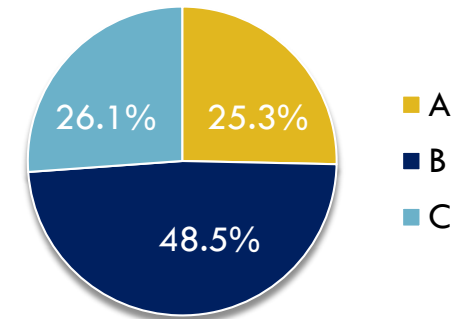
Corridor Features

Survey Results



No. 4 - Do you have a preference on which **pavement type** is used for Glade Road?

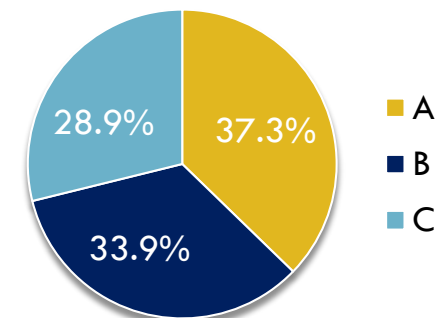
A) Yes, asphalt	25.3%	95
B) Yes, concrete	48.5%	182
C) No preference	26.1%	98



Note: After the first public meeting asphalt was the preferred pavement type.

No. 5 - Do you have a preference on whether **curb and gutter** or a **ribbon curb** is used for Glade Road?

A) Yes, curb and gutter with storm drain	37.3%	133
B) Yes, ribbon curb with engineered swales with storm drain	33.9%	121
C) No preference	28.9%	103



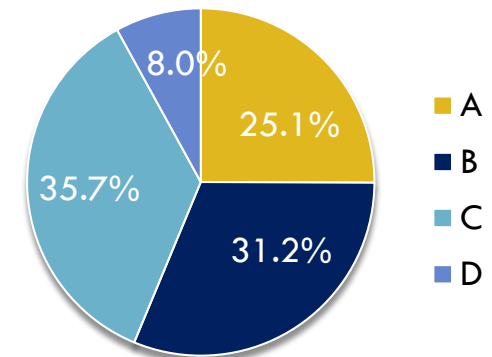
Corridor Features

Survey Results



No. 6 - Would you like to have sidewalks/trails along Glade Road?

A) Yes, 5' sidewalk on the south side and 10' trail on the north side of Glade Road	25.1%	94
B) Yes, 5' sidewalk on both sides of Glade Road	31.2%	117
C) Yes, 5' sidewalk only on one side of Glade Road	35.7%	134
D) No preference	8.0%	30



Corridor Features

Recommendation



- **Asphalt Pavement**

- Cost neutral when compared to concrete.
- Asphalt and concrete provide similar design life.
- Reduced road noise.
- Faster construction and reduced complexity in construction phasing.
- Utilize existing concrete where possible.
- Minor maintenance can be performed by City crews.

- **Curb and Gutter with Storm Drain**

- Requires less right-of-way.
- Provides a barrier between vehicular and pedestrian traffic.
- Sidewalk can be adjacent to the curb when needed.
 - To avoid conflicts with trees.
 - Minimize right-of-way.

Corridor Features

Recommendation



- **Sidewalks and/or Trails**

- City's master sidewalk plan suggests the desire to provide:
 - 10' trail on the north and a 5' sidewalk on the south
- Can impact the amount of right-of-way required.
- Can impact the number of trees to be removed.
- Mixed survey results.

- **Street Lighting**

- Continuous lighting.
- Safety lighting at intersections.
- No lighting.
- Impacts on adjacent property owners.
- Balance between safety and rural feel.
- The City leases street lights from Oncor.

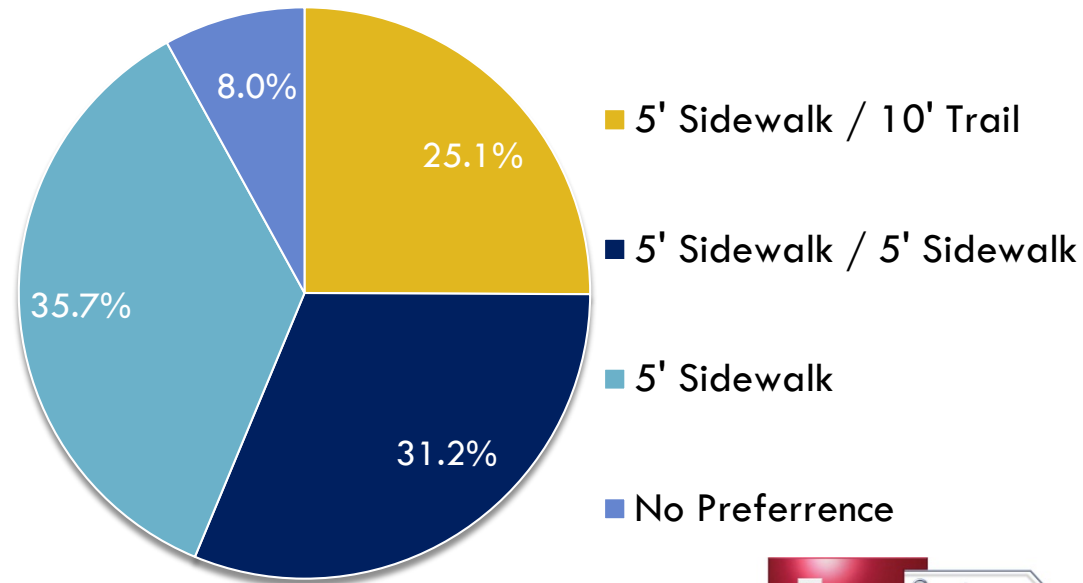
Corridor Features

Recommendation



Discussion

- **Asphalt Pavement**
 - Survey Results – Concrete pavement
- **Curb and Gutter with Storm Drain**
 - Recommendation matches Survey Results
- **Sidewalks and/or Trails**
 - Mixed survey results.
- **Street Lighting**



Project Phasing

Constraints

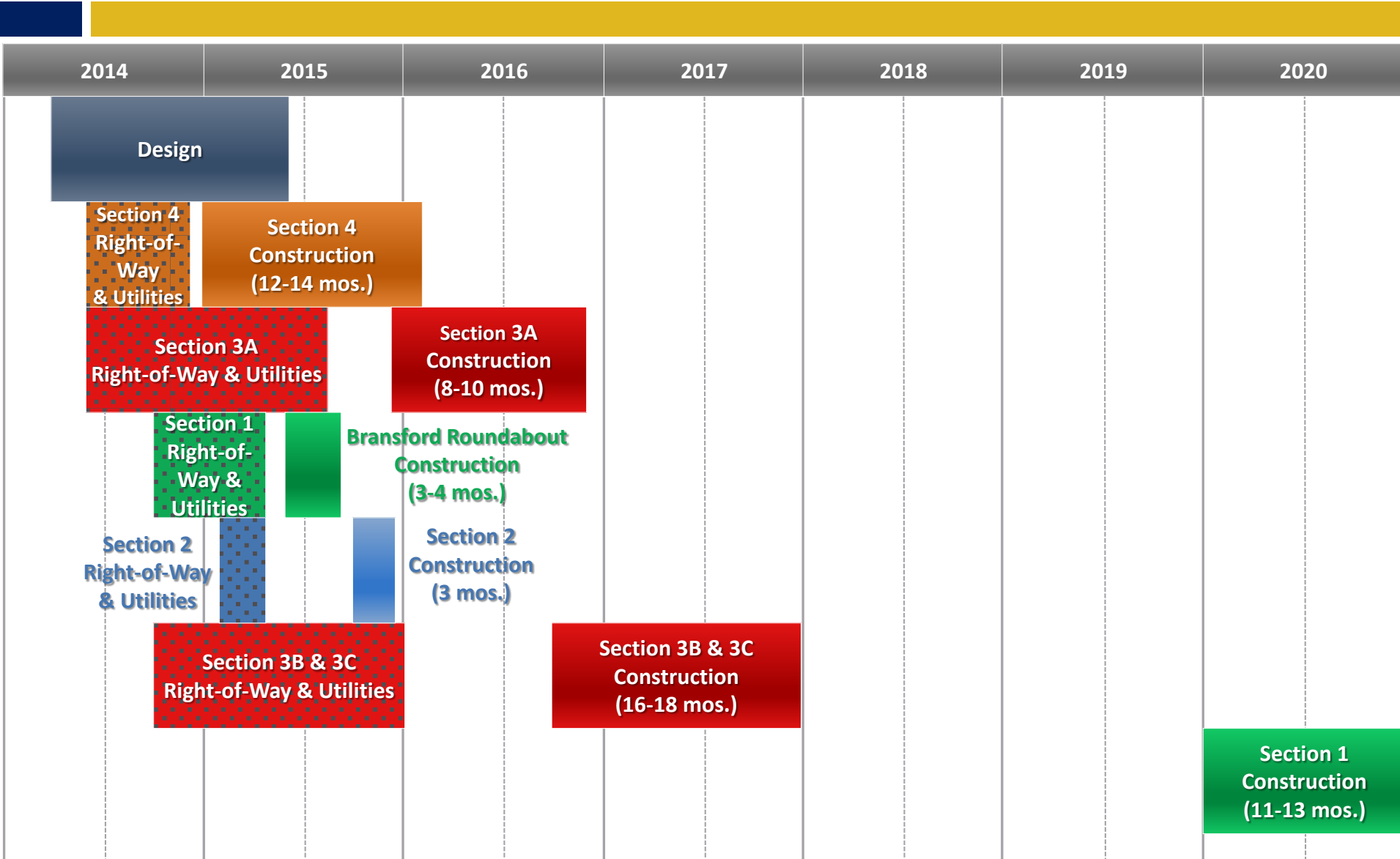


What Controls Project Phasing?

- **Right-of-way Acquisition (Number of Parcels, Difficult Acquisitions)**
- **Utility Coordination and Relocations (Franchise and City Utilities)**
- **Final Design and Bidding**
- **Bid Packages**
- **Bransford Elementary School**
- **SH 26 Construction**
- **Construction Time**
- **Budgeted Project Funding – Glade Road**
- **City Council Preference**

Project Phasing

Schedule



Project Phasing

Schedule



		Project Costs
2014	Design Services	\$ 430,000.00
	Right-of-way Services	\$ 45,000.00
	Section 1 Right-of-way	\$ 100,000.00
	Section 3 Right-of-way	\$ 625,000.00
	Section 4 Right-of-way	\$ 195,000.00
		<u>\$ 1,395,000.00</u>
2015	Design Services	\$ 430,000.00
	Construction Services	\$ 135,000.00
	Right-of-way Services	\$ 45,000.00
	Section 1 Right-of-way	\$ 170,000.00
	Section 2 Right-of-way	\$ 80,000.00
	Section 3 Right-of-way	\$ 625,000.00
	Section 4A (Jackson-Pool Road to Martin Pkwy)	\$ 2,970,000.00
	Section 4B (Martin Pkwy to Heritage Ave.)	\$ 235,000.00
	Bransford RAB	\$ 910,000.00
	Bedford Road	\$ 115,000.00
	Section 3A (Bedford Road to Manning Drive)	\$ 108,500.00
	Section 2 (Shadowood Trail to Bedford Rd)	\$ 210,000.00
		<u>\$ 6,033,500.00</u>

Project Phasing

Schedule



		Project Costs
2016	Construction Services	\$ 75,000.00
	Section 3A (Bedford Road to Manning Drive)	\$ 2,061,500.00
	Section 3B (Manning Drive to Monclair Street)	\$ 495,000.00
		\$ 2,631,500.00
2017	Construction Services	\$ 120,000.00
	Section 3B (Manning Drive to Monclair Street)	\$ 1,980,000.00
	Section 3C (Montclair Street to Jackson-Pool Rd.)	\$ 1,940,000.00
		\$ 4,040,000.00
2018	No Work	\$ -
		\$ -
		\$ -
2019	No Work	\$ -
		\$ -
		\$ -
2020	Construction Services	\$ 100,000.00
	Section 1A (River Bend Dr to Mill View Dr)	\$ 1,950,000.00
	Section 1B (Mill View Dr to Bransford Roundabout)	\$ 1,425,000.00
		\$ 3,475,000.00
Total		\$ 17,575,000.00

Opinion of Probable Cost

SECTION 1

Section 1A (River Bend Dr to Mill View Dr)	\$ 1,950,000.00
Section 1B (Mill View Dr to Bransford Roundabout)	\$ 1,425,000.00
Bransford RAB	\$ 910,000.00
Section 1 Total	\$ 4,285,000.00

SECTION 2

Section 2 (Shadowood Trail to Bedford Rd)	\$ 210,000.00
Section 2 Total	\$ 210,000.00

SECTION 3

Bedford Road	\$ 115,000.00
Section 3A (Bedford Road to Manning Drive)	\$ 2,170,000.00
Section 3B (Manning Drive to Monclair Street)	\$ 2,475,000.00
Section 3C (Montclair Street to Jackson-Pool Road)	\$ 1,940,000.00
Section 3 Total	\$ 6,700,000.00

SECTION 4

Section 4A (Jackson-Pool Road to Martin Parkway)	\$ 2,970,000.00
Section 4B (Martin Parkway to Heritage Avenue)	\$ 235,000.00
Section 4 Total	\$ 3,205,000.00

Construction Total \$ 14,400,000.00

RIGHT-OF-WAY

Section 1 Right-of-way	\$ 270,000.00
Section 2 Right-of-way	\$ 80,000.00
Section 3 Right-of-way	\$ 1,250,000.00
Section 4 Right-of-way	\$ 195,000.00
Right-of-way Total	\$ 1,795,000.00

SOFT COSTS

Design Services (6%)	\$ 860,000.00
Right-of-way Services (5%)	\$ 90,000.00
Construction Mgmt/Inspection (3%)	\$ 430,000.00
Soft Cost Total	\$ 1,380,000.00

Soft Cost Total \$ 1,380,000.00

Right-of-way Total \$ 1,795,000.00

Construction Total \$ 14,400,000.00

Project Total \$ 17,575,000.00

Next Steps

- **Public Meeting to Display Final Plan? Format?**
- **Prepare Preliminary Engineering Study Report.**
- **Design, Right-of-way and Utility Coordination.**



GLADE ROAD PROJECT

APRIL 16, 2014 PRESENTATION

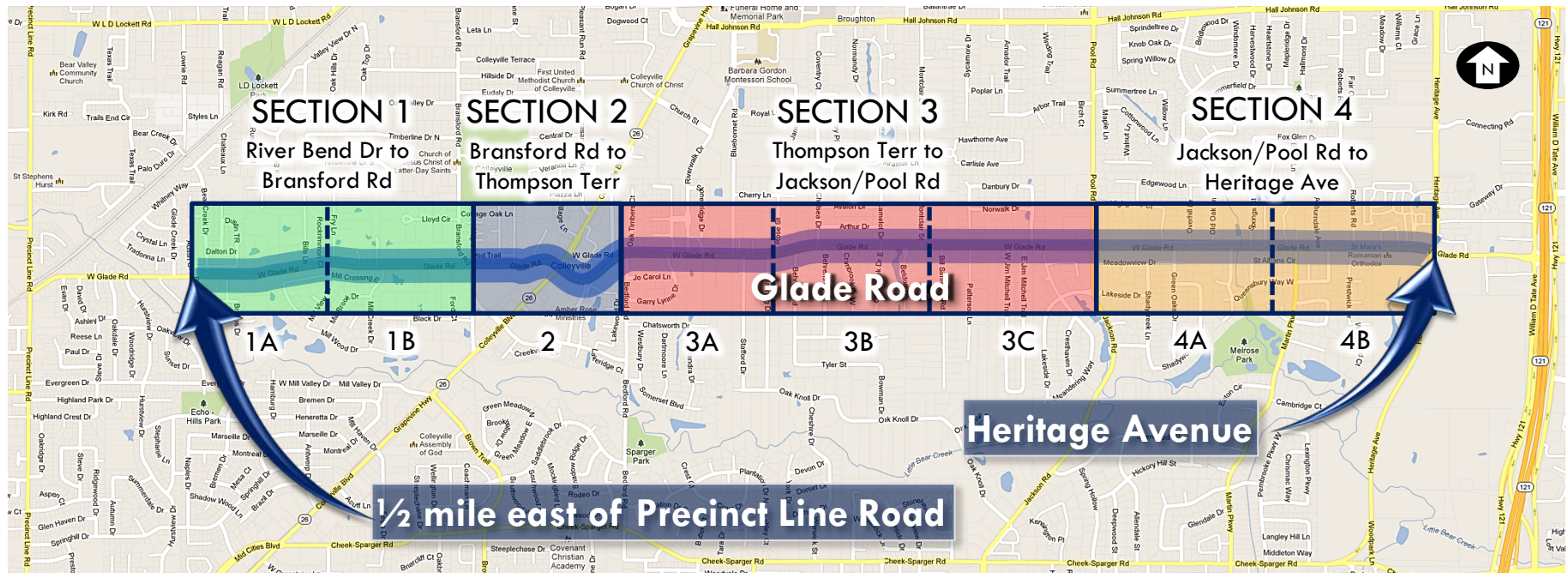
Workshop Agenda

- **Bransford Roundabout**
- **Bedford Intersection/Roundabout**
- **Section 3 Revisions (Left turn lanes)**
- **Roadway Section/Curb Type Discussion**
- **Project Phasing**
- **Summary of Recommendation**



Purpose:

Provide a vision and plan for future improvements to Glade Road.



Project Study Approach

Gather / Analyze Data

Roadway Geometry
Traffic Data
Accident Data

Public Involvement

Public meetings and presentations
Gather public input

Develop Alternatives

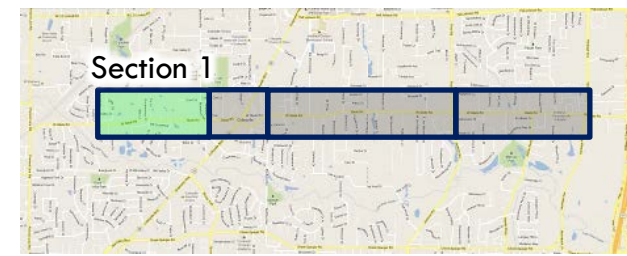
Present Alternatives / Gather Public Input

Make Recommendation

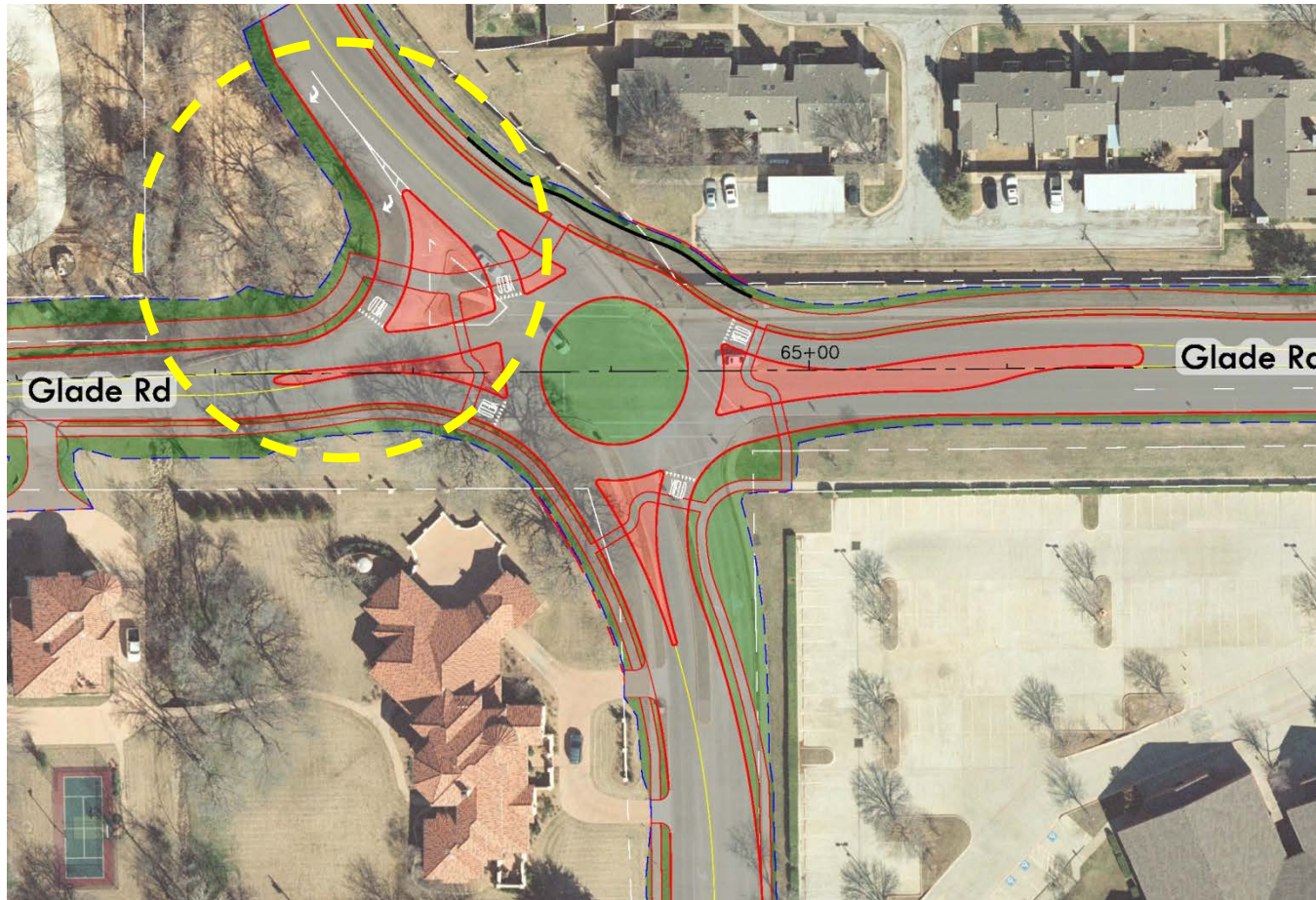
Develop a preferred alternative that fits Glade Road
Mitigate issues with strategic improvements

Section 1

Bransford Roundabout

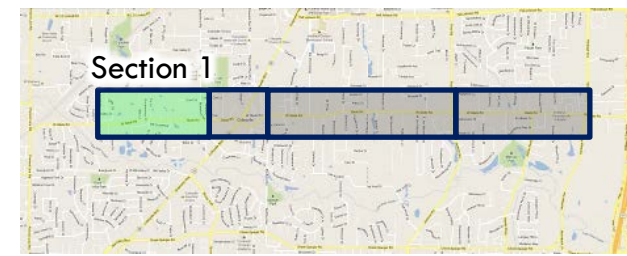


- Revised southbound right turn

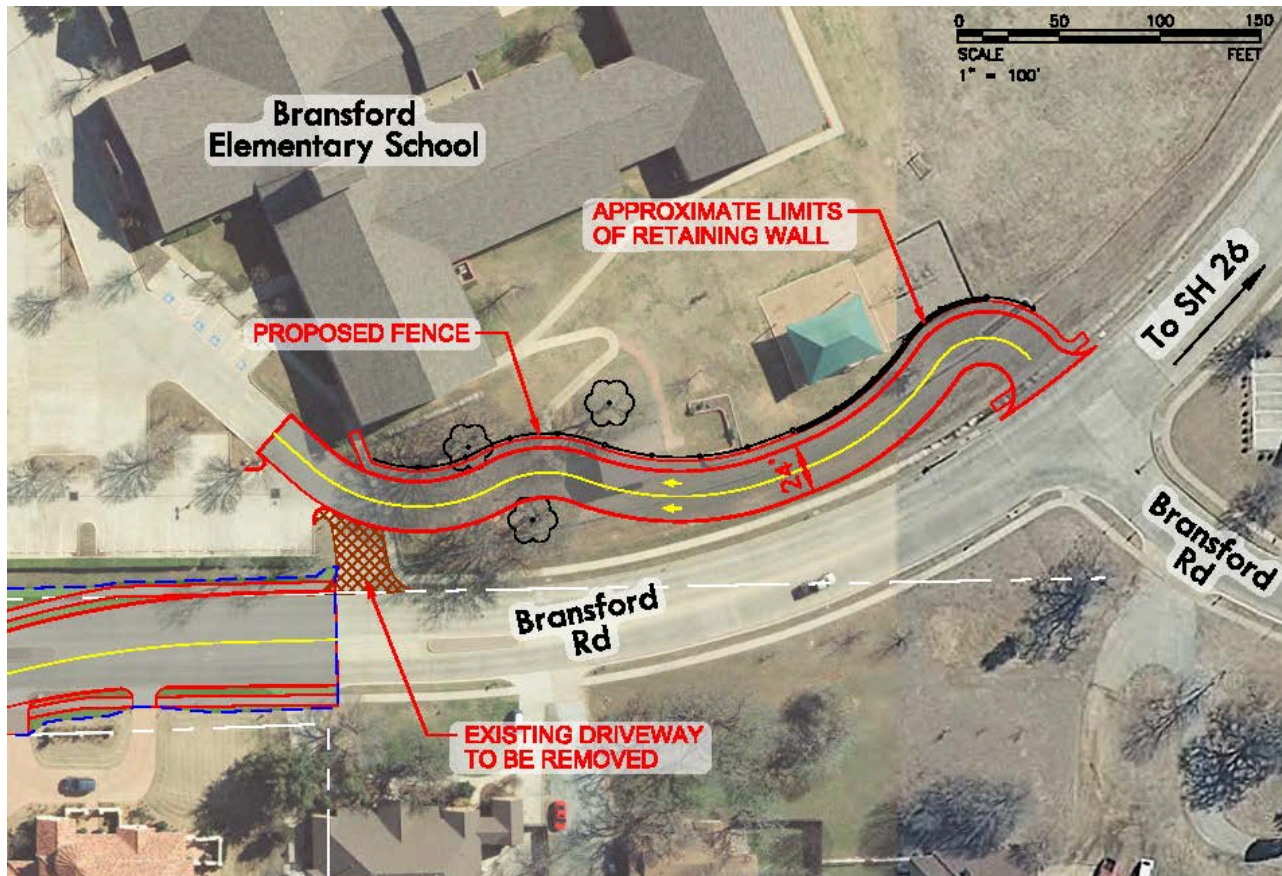


Section 1

Bransford Roundabout

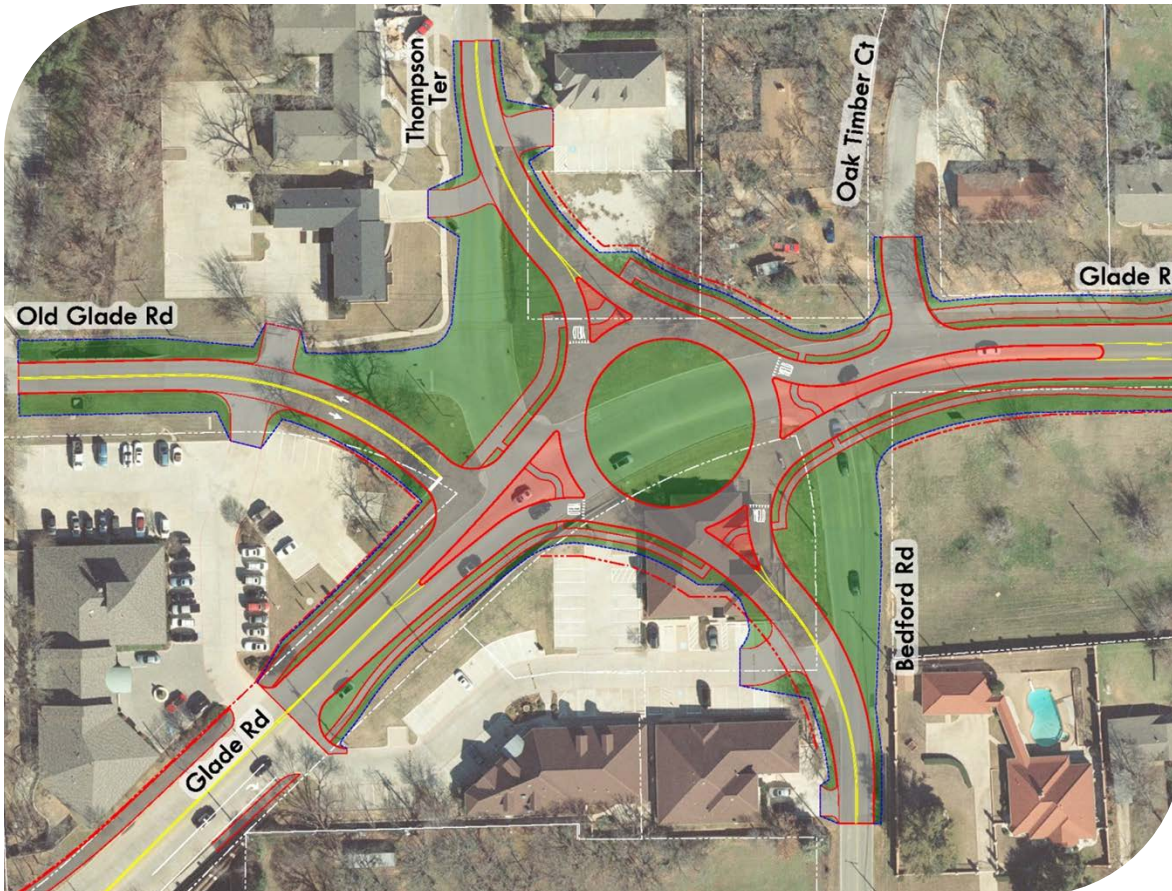
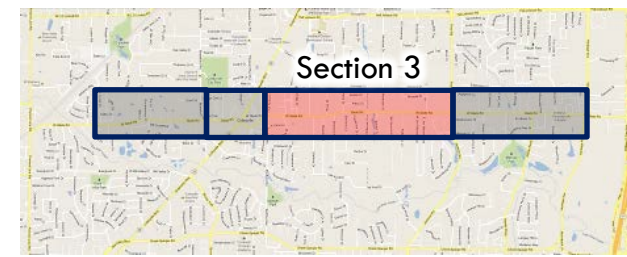


- Concerns southbound school traffic backing up into roundabout



Section 3

Bedford Road – Thompson Terrace

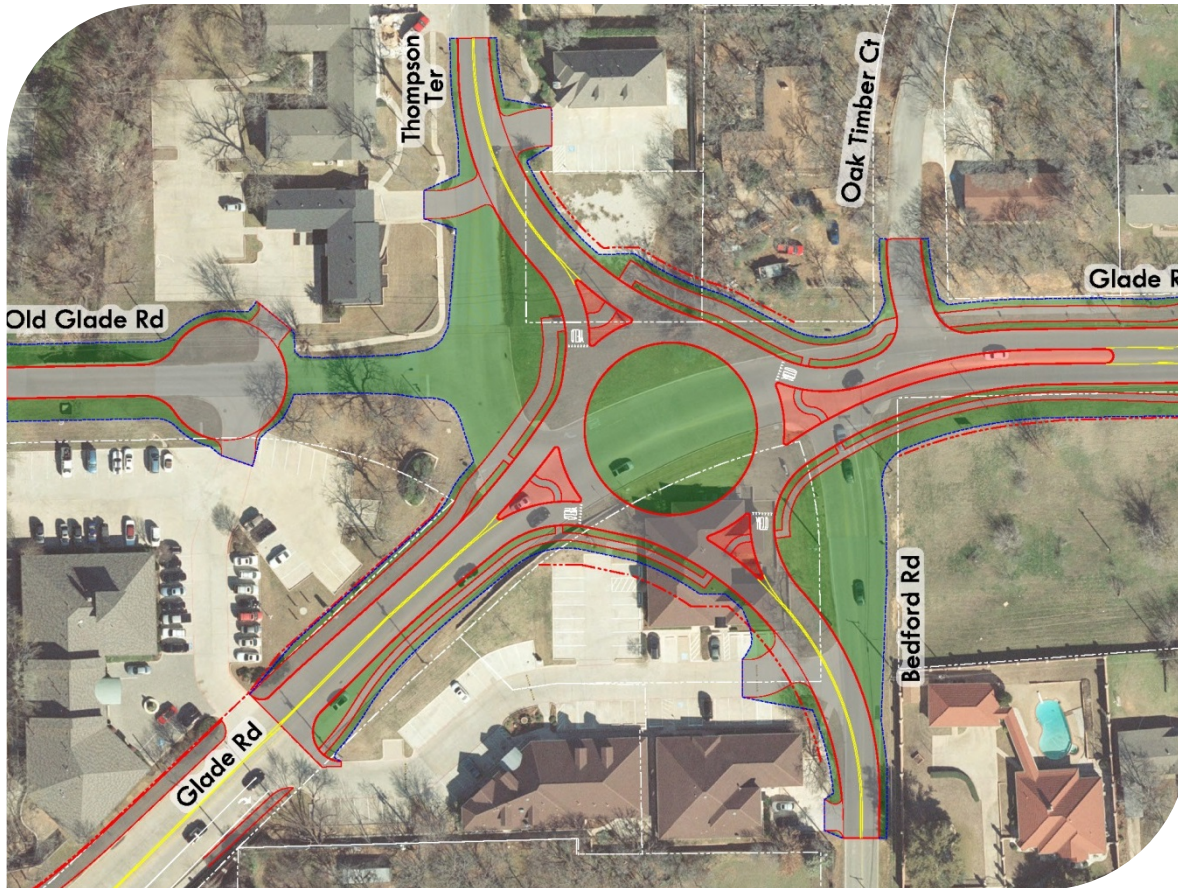


Single roundabout aligning Bedford and Thompson Terrace

- **Old Glade Road**
 - Two-Way
 - Right-in / Right-out
- **Oak Timber Court**
 - Two-Way
 - Right-in / Right-out
- **Impacts**
 - Four commercial properties
- **Cost**
 - Construction = \$1.5 million
 - Right-of-way = \$1.0 million
 - **Total = \$2.5 million**

Section 3

Bedford Road – Thompson Terrace

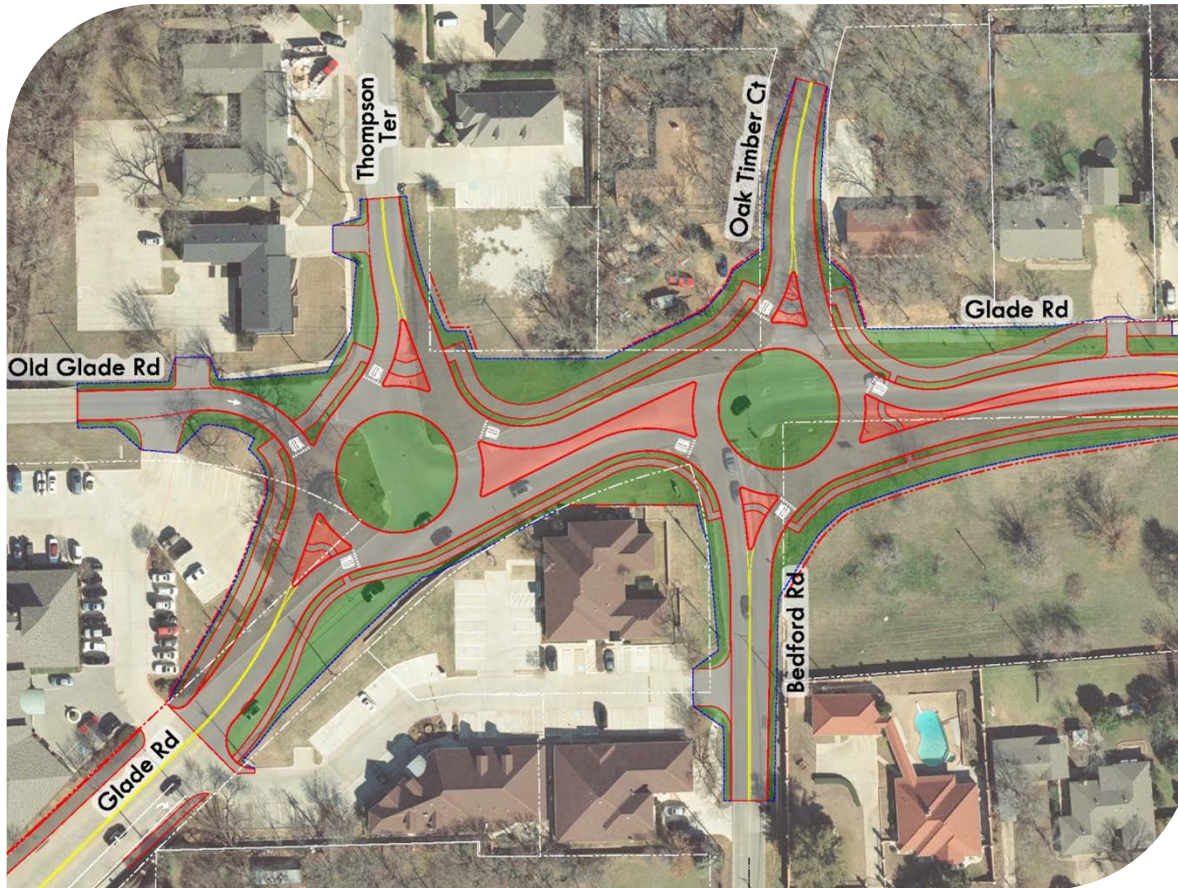
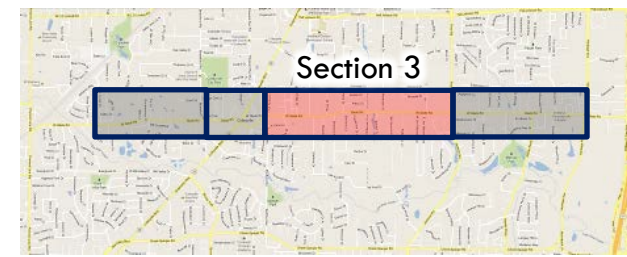


- **Old Glade Road**
 - Cul-de-sac
 - Access from SH 26 only
- **Oak Timber Court**
 - Two-Way
 - Right-in / Right-out
- **Impacts**
 - Three commercial properties
- **Cost**
 - Construction = \$1.5 million
 - Right-of-way = \$1.0 million
 - **Total = \$2.5 million**

Single roundabout aligning Bedford and Thompson Terrace

Section 3

Bedford Road – Thompson Terrace



- **Old Glade Road**
 - One-Way Eastbound
 - Access from SH 26 only
 - Could be a Cul-de-sac
- **Oak Timber Court**
 - Two-Way
 - Full Access
- **Impacts**
 - Two commercial Properties
- **Cost**
 - Construction = \$1.6 million
 - Right-of-way = \$150,000
 - **Total = \$1.75 million**

Two roundabouts connecting Bedford and Thompson Terrace
“Dog Bone”

Section 3

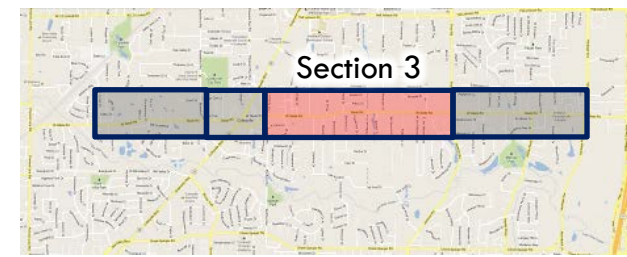
Bedford Road – Thompson Terrace



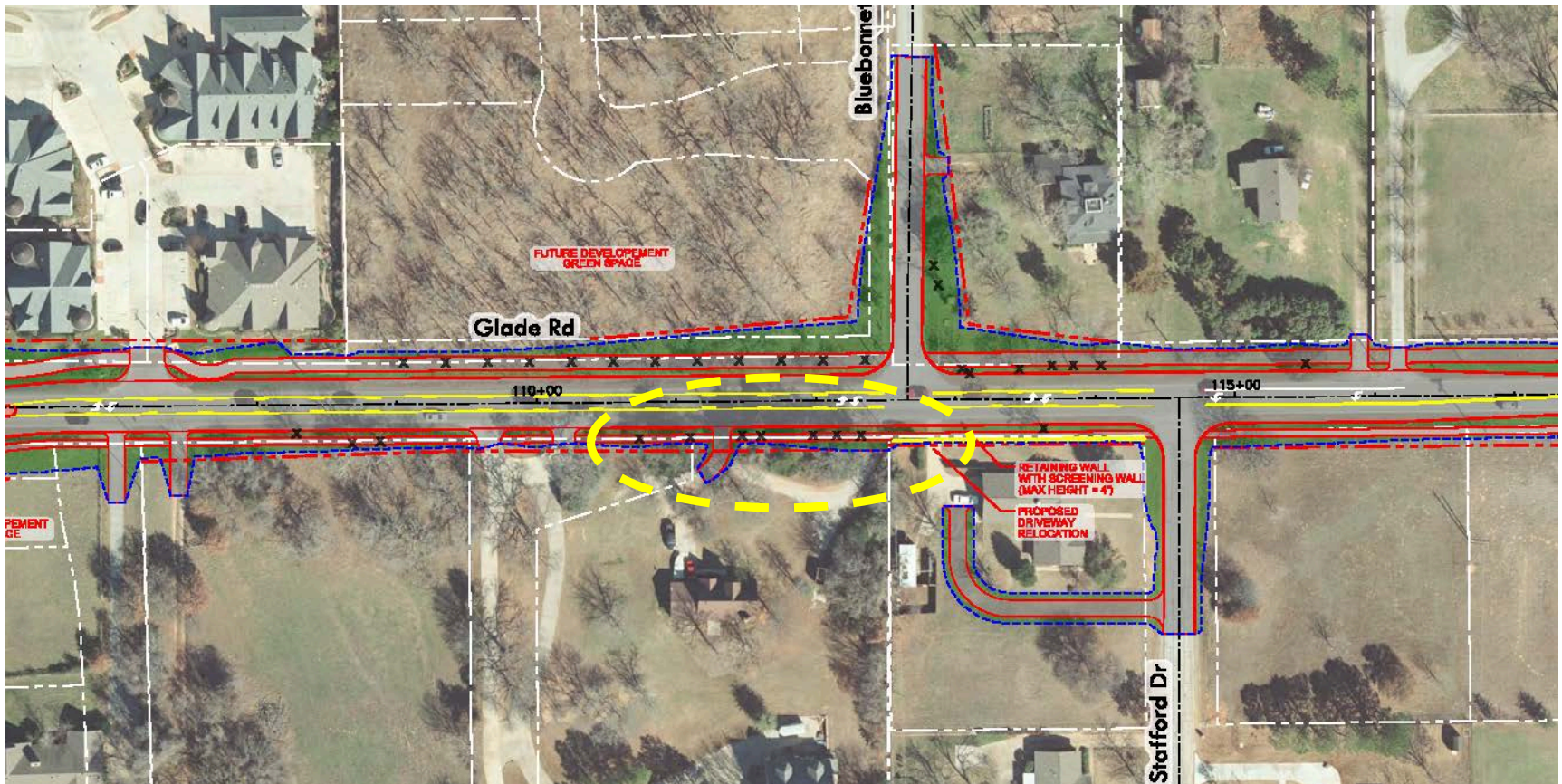
- **Options**
 - Re-align Bedford Road. Stop sign controlled.
 - Single roundabout at existing intersection.
 - Single roundabout aligning Bedford and Thompson Terrace
 - Two roundabouts “Dog Bone” connecting Bedford and Thompson Terrace
- **Economic Development Perspective/Potential – Marty Wieder**
- **Construction Cost - Vary from \$120,000 to \$1.6 million**
- **Right-of-way Cost - Vary from \$50,000 to \$1.0 million**

Section 3

Revisions

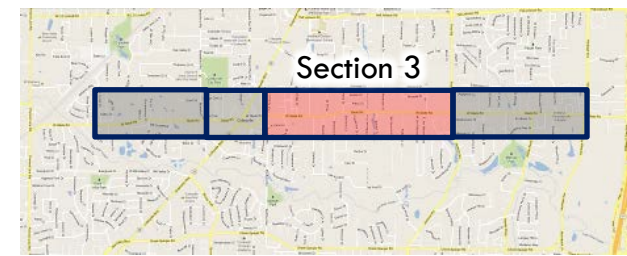


- Bluebonnet Driveway**

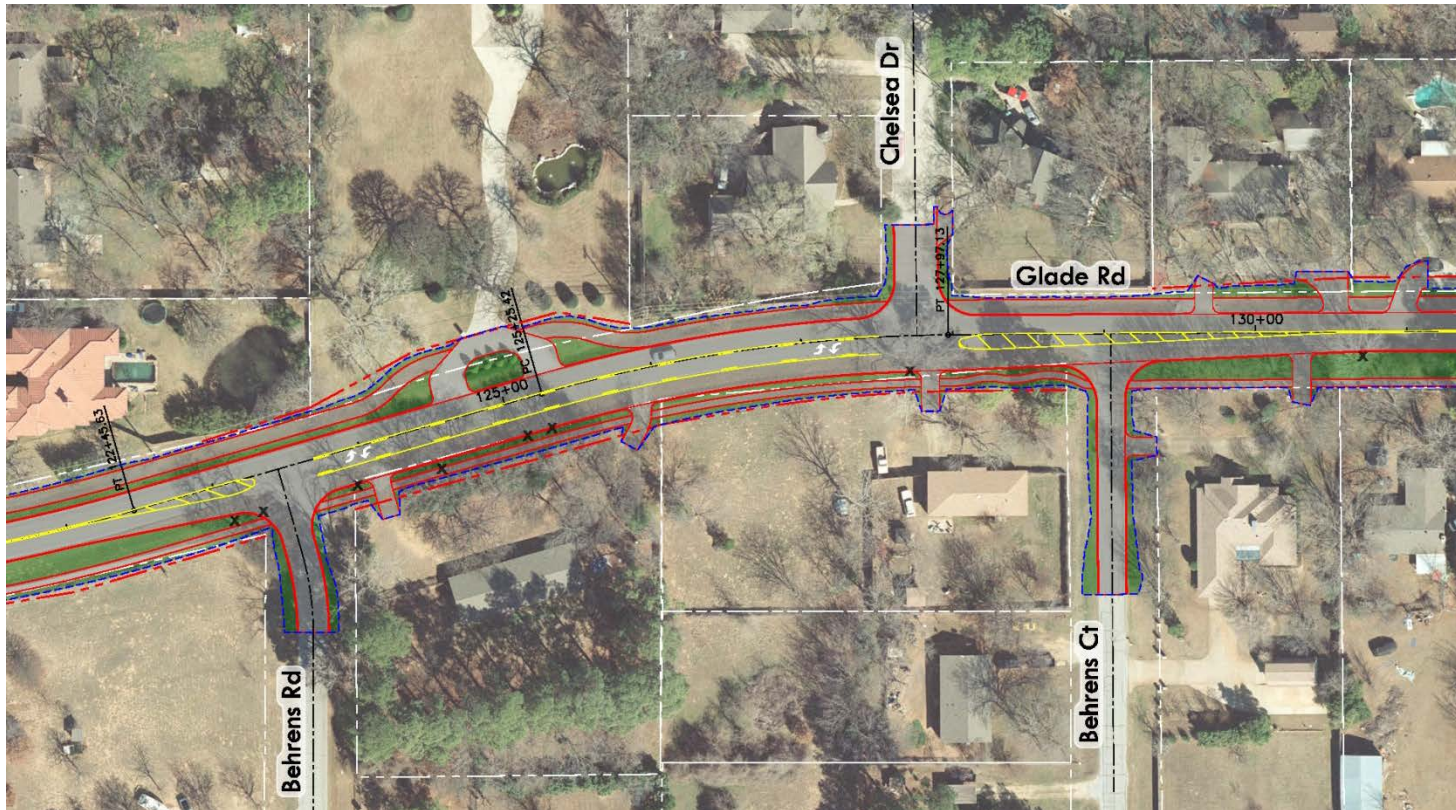


Section 3

Revisions

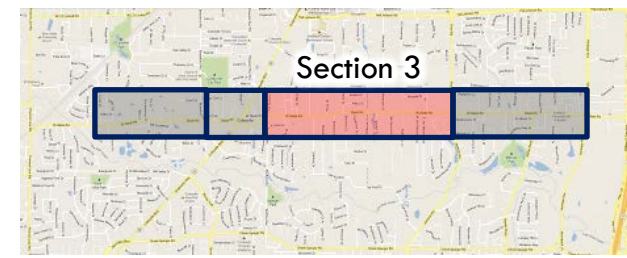


- Left turn lanes at Behrens Road and Chelsea Drive

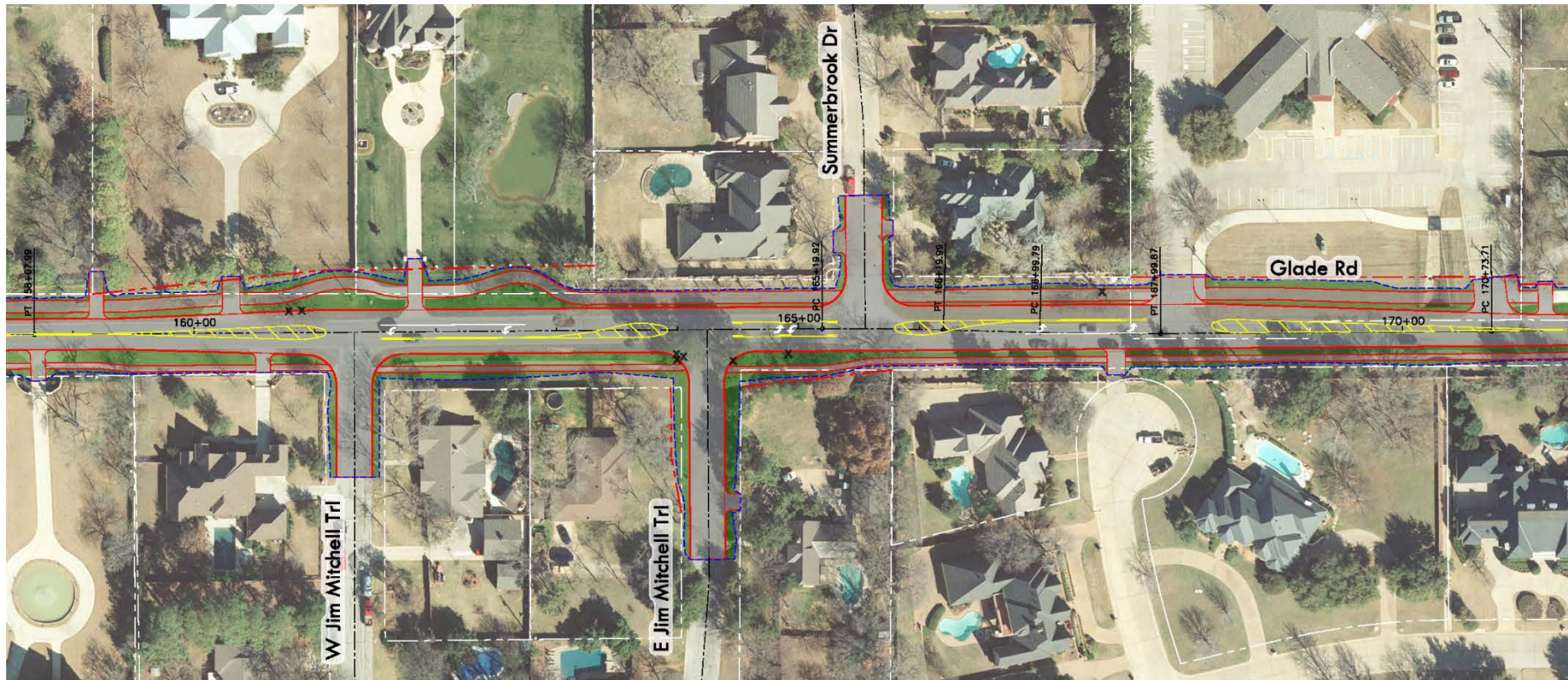


Section 3

Revisions

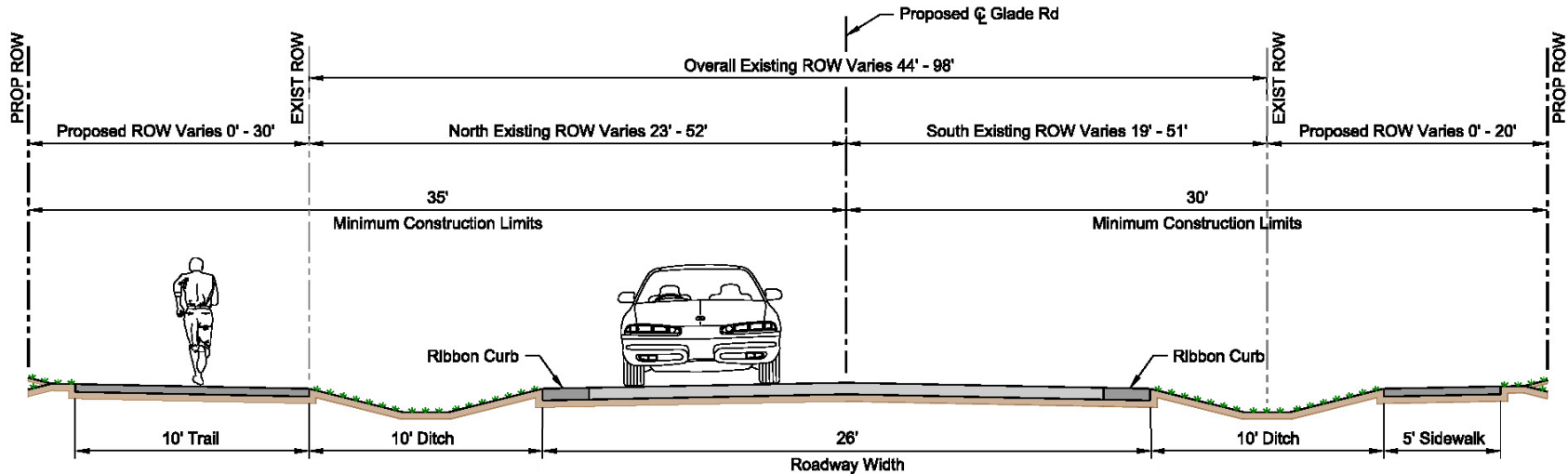


- Left Turn lanes at Jim Mitchell, Summerbrook and Senior Center



Corridor Features

Ribbon Curb with Swale

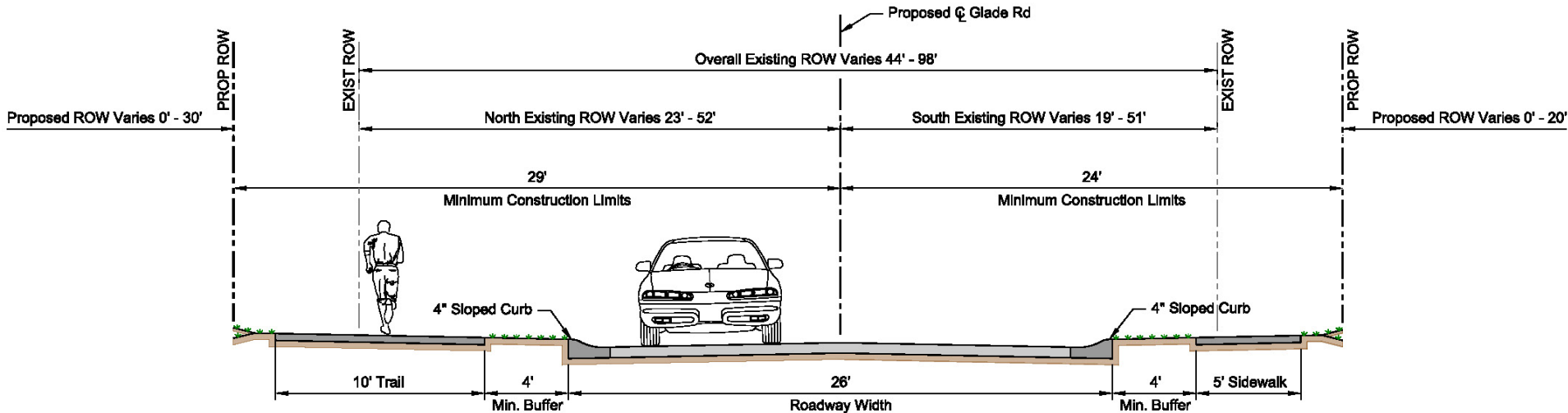


- Rural feel
- Requires the most right-of-way
- Impacts the most trees
- No physical barrier separating vehicular and pedestrian traffic
- Requires 8'-10' between curb and sidewalk
- Requires the most ongoing maintenance
- Allows vehicles to pull over for emergency vehicles



Corridor Features

Sloped Curb

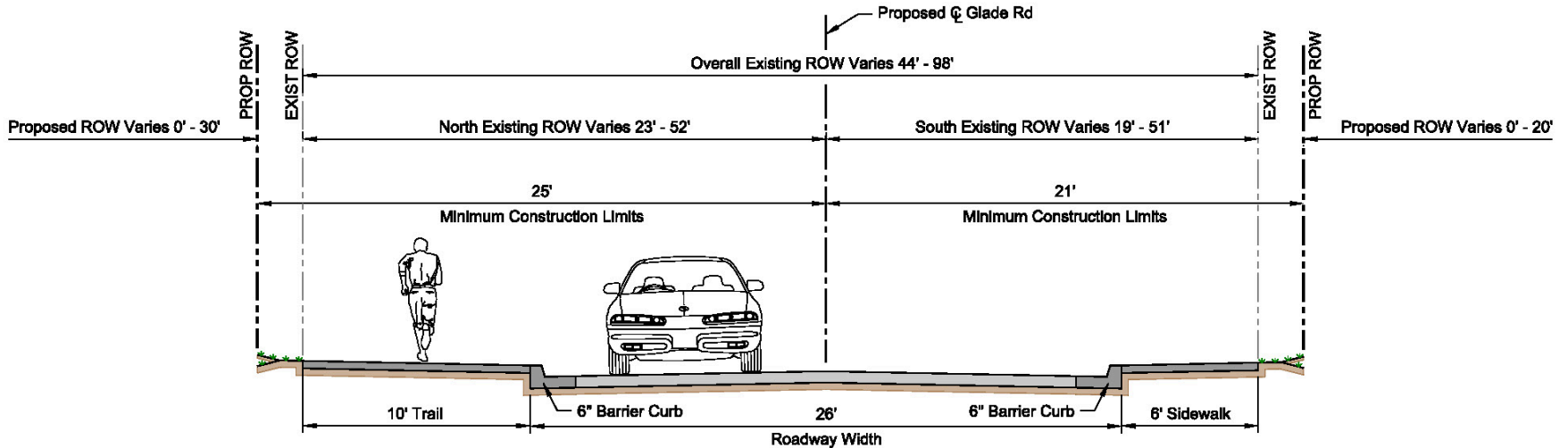


- Semi-rural feel
- Requires less right-of-way
- Less impacts to trees
- Provides some delineation between vehicular and pedestrian traffic
- Recommend 4' buffer between sidewalk and curb
- Allows vehicles to pull over for emergency vehicles



Corridor Features

Barrier Curb



- Urban feel
- Matches other sections of Glade Road
- Requires the least right-of-way
- Impacts the least trees
- Provides a barrier between vehicular and pedestrian traffic
- Sidewalk can be adjacent to the curb when needed
 - To avoid conflicts with trees or minimize right-of-way
- Restricts vehicles from pulling over for emergency vehicles



Corridor Features

Roadway Drainage



	Ribbon Curb	Sloped Curb	Barrier Curb
Right-of-way width	65' minimum	53' minimum	46' minimum
Right-of-way cost	\$ 2,380,000.00	\$ 1,975,000.00	\$ 1,795,000.00
Trees Removed	271	168	106
Drainage	Grate Inlets	Curb Inlets	Curb Inlets
Maintenance	High	Low	Low
Look and Feel	Rural	Semi-Rural	Urban
Sidewalk Separation	10 feet minimum	4 feet minimum	Adjacent

Project Phasing

Constraints



What Controls Project Phasing?

- **Right-of-way Acquisition (Number of Parcels, Difficult Acquisitions)**
- **Utility Coordination and Relocations (Franchise and City Utilities)**
- **Final Design and Bidding**
- **Bid Packages**
- **Bransford Elementary School**
- **SH 26 Construction**
- **Construction Time**
- **City Capacity to Manage Construction**
- **Budgeted Project Funding – Glade Road**
- **City Council Preference**

Project Phasing

Schedule



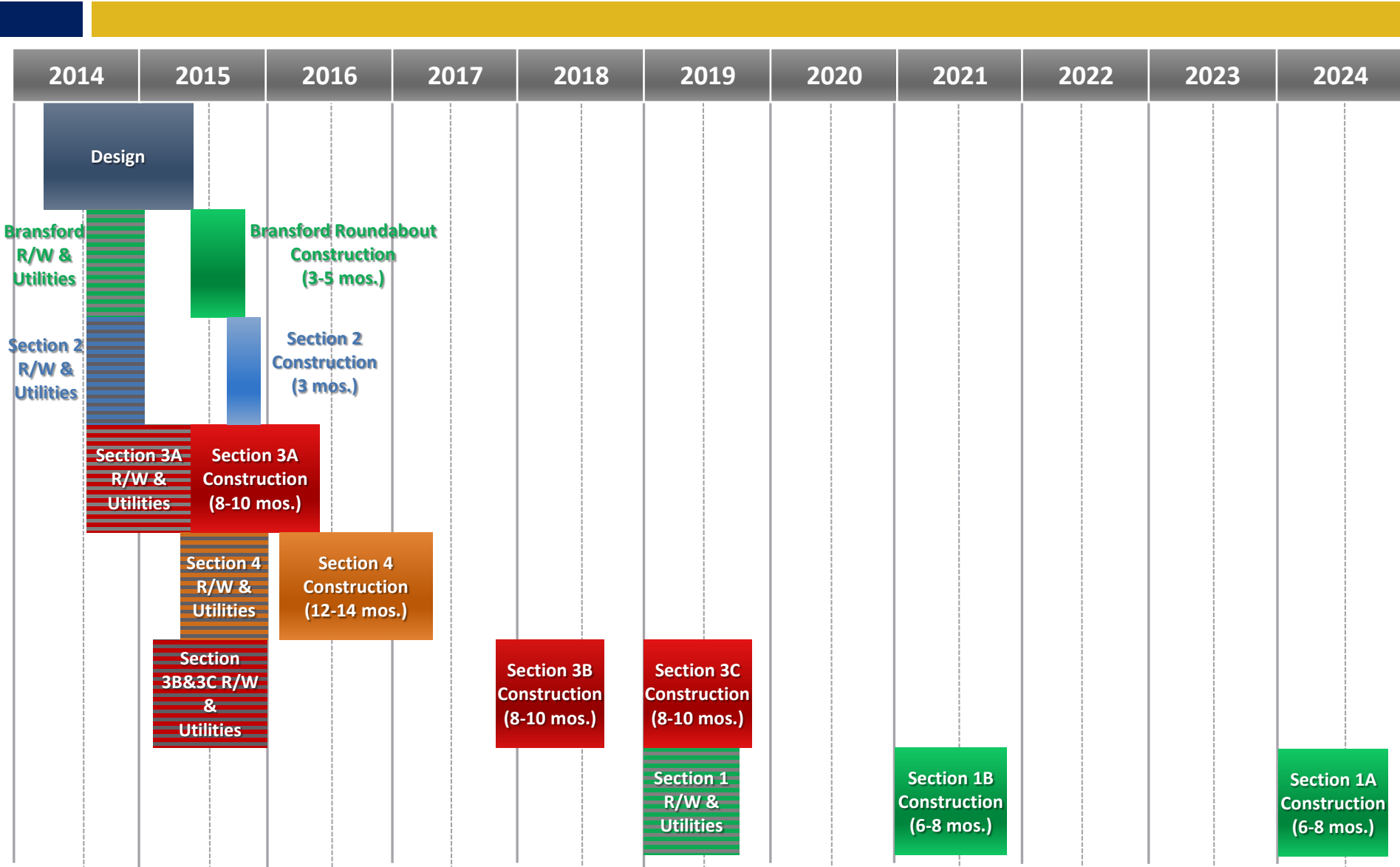
Traffic Operations and Safety

Factoring in Constraints



Project Phasing

Schedule



Glade Road

Recommendation



- Section 1 - Two Lanes with Left Turn Lanes where Warranted
- Bransford Intersection – Roundabout (with considerations for school traffic)
- Section 2 - Pavement Markings and Sidewalk and/or Trail
- Section 3A - Bedford to Bluebonnet - Two Lanes with Continuous Left
- Bedford Intersection – (Re-Align, Roundabout, Connect with Thompson Terrace?)
- Riverwalk Intersection – Roundabout
- Bluebonnet Intersection – Stop Sign on Bluebonnet Approach
- Section 3B & 3C - Bluebonnet to Pool/Jackson - Two Lanes with Left Turn Lanes where Warranted

Glade Road

Recommendation



- Section 4 - Two Lanes with Medians and Left Turn Lanes
 - Add additional westbound lane from Heritage Avenue to Roberts Road
- Martin Parkway Intersection – Stop Sign on Martin Parkway
- Roberts Road Intersection - Stop Sign on Roberts Road/Prestwick Parkway
 - Add additional southbound lane right-turn lane on Roberts Road
- Asphalt Pavement
- Roadway Section/Curb Type?
- 5' Sidewalks on south side and 10' Trail on north side
- Street Lighting at intersections and low level lighting along trail
- Project Schedule:
 - Revised to make Bransford Roundabout, Section 2 and Section 3A priority

Next Steps

- **Public Meeting to Display Final Plan**
- **Prepare Preliminary Engineering Study Report**
- **Design, Right-of-way and Utility Coordination**
- **Construction**

Glade Road

Summary

SECTION	RIGHT-OF-WAY			TREES	CONSTRUCTION		PROFESSIONAL SERVICES	TOTAL
	Number of Parcels	Time to Aquire (Months)	Cost	Removed	Time (Months)	Cost	Soft Cost	Cost
Section 1	18	9	\$ 300,000.00	15	13	\$ 4,737,000.00	\$ 360,000.00	\$ 5,397,000.00
Bransford Roundabout	2	6	\$ 15,000.00	10	5	\$ 1,100,000.00	\$ 98,000.00	\$ 1,213,000.00
Section 2	13	6	\$ 80,000.00	1	3	\$ 215,000.00	\$ 24,000.00	\$ 319,000.00
Bedford Road	1	6	\$ 50,000.00	-	N/A	\$ 115,000.00	\$ 13,500.00	\$ 178,500.00
Section 3A	17	10	\$ 780,000.00	37	12	\$ 2,325,600.00	\$ 245,000.00	\$ 3,350,600.00
Section 3B	16	12	\$ 210,000.00	18	16	\$ 2,964,000.00	\$ 251,500.00	\$ 3,425,500.00
Section 3C	11	*	\$ 220,000.00	8	*	\$ 2,520,000.00	\$ 208,500.00	\$ 2,948,500.00
Section 4	7	9	\$ 190,000.00	17	14	\$ 3,530,250.00	\$ 309,500.00	\$ 4,029,750.00
Total	85	N/A	\$ 1,845,000.00	106	N/A	\$ 17,506,850.00	\$ 1,510,000.00	\$ 20,861,850.00

* Time Included in Section 3B

Project Phasing

Schedule



2014	Design Services	\$	480,000.00
	Right-of-way Services	\$	45,000.00
	Bransford Roundabout Right-of-way	\$	15,000.00
	Section 2 Right-of-way	\$	80,000.00
	Section 3 Right-of-way	\$	830,000.00
		\$	1,450,000.00

2015	Design Services	\$	430,000.00
	Construction Services	\$	140,000.00
	Right-of-way Services	\$	32,500.00
	Section 3 Right-of-way	\$	430,000.00
	Section 4 Right-of-way	\$	190,000.00
	Bransford RAB	\$	1,100,000.00
	Bedford Road	\$	115,000.00
	Section 3A (Bedford Road to Manning Drive)	\$	1,368,000.00
	Section 2 (Shadowood Trail to Bedford Rd)	\$	215,000.00
		\$	4,020,500.00

2016	Construction Services	\$	94,500.00
	Section 3A (Bedford Road to Manning Drive)	\$	957,600.00
	Section 4A (Jackson-Pool Road to Martin Pkwy)	\$	2,766,750.00
	Section 4B (Martin Pkwy to Heritage Ave.)	\$	252,000.00
	Section 3B (Manning Drive to Montclair Street)	\$	4,070,850.00

2017	Construction Services	\$	143,000.00
	Section 4A (Jackson-Pool Road to Martin Pkwy)	\$	511,500.00
	Section 3B (Manning Drive to Montclair Street)	\$	572,000.00
		\$	1,226,500.00

Project Phasing

Schedule



2018	Construction Services	\$	-
	Section 3B (Manning Drive to Montclair Street)	\$	2,392,000.00
		\$	2,392,000.00
2019	Right-of-way Services	\$	15,000.00
	Section 1 Right-of-way	\$	300,000.00
	Section 3C (Montclair Street to Jackson-Pool Rd.)	\$	2,520,000.00
		\$	2,835,000.00
2020	No work	\$	-
		\$	-
2021	Construction Services	\$	130,000.00
	Section 1B (Mill View Dr to Bransford Roundabout)	\$	1,937,000.00
		\$	2,067,000.00
2022	No work	\$	-
		\$	-
2023	No work	\$	-
		\$	-
2024	Construction Services		
	Section 1A (River Bend Dr to Mill View Dr)	\$	2,800,000.00
		\$	2,800,000.00
Total		\$	20,861,850.00

Opinion of Probable Cost

SECTION 1

Section 1A (River Bend Dr to Mill View Dr)	\$ 2,800,000.00
Section 1B (Mill View Dr to Bransford Roundabout)	\$ 1,937,000.00
Section 1 Total	\$ 4,737,000.00

SECTION 2

Bransford RAB	\$ 960,000.00
Bransford Elementary Driveway	\$ 140,000.00
Section 2 (Shadowood Trail to Bedford Rd)	\$ 215,000.00
Section 2 Total	\$ 1,315,000.00

SECTION 3

Bedford Road	\$ 115,000.00
Section 3A (Bedford Road to Manning Drive)	\$ 2,325,600.00
Section 3B (Manning Drive to Montclair Street)	\$ 2,964,000.00
Section 3C (Montclair Street to Jackson-Pool Rd.)	\$ 2,520,000.00
Section 3 Total	\$ 7,924,600.00

SECTION 4

Section 4A (Jackson-Pool Road to Martin Pkwy)	\$ 3,278,250.00
Section 4B (Martin Pkwy to Heritage Ave.)	\$ 252,000.00
Section 4 Total	\$ 3,530,250.00

Construction Total \$ 17,506,850.00

RIGHT-OF-WAY

Section 1 Right-of-way	\$ 300,000.00
Bransford Roundabout	\$ 15,000.00
Section 2 Right-of-way	\$ 80,000.00
Bedford Road	\$ 50,000.00
Section 3A Right-of-way	\$ 780,000.00
Section 3B Right-of-way	\$ 210,000.00
Section 3C Right-of-way	\$ 220,000.00
Section 4 Right-of-way	\$ 190,000.00
Right-of-way Total	\$ 1,845,000.00

SOFT COSTS

Design Services (6%)	\$ 910,000.00
Right-of-way Services (5%)	\$ 92,500.00
Construction Mgmt/Inspection (3%)	\$ 507,500.00
Soft Cost Total	\$ 1,510,000.00

PROJECT COSTS

Soft Cost Total	\$ 1,510,000.00
Right-of-way Total	\$ 1,845,000.00
Construction Total	\$ 17,506,850.00
Project Total	\$ 20,861,850.00



GLADE ROAD PROJECT

JUNE 17, 2014 PRESENTATION





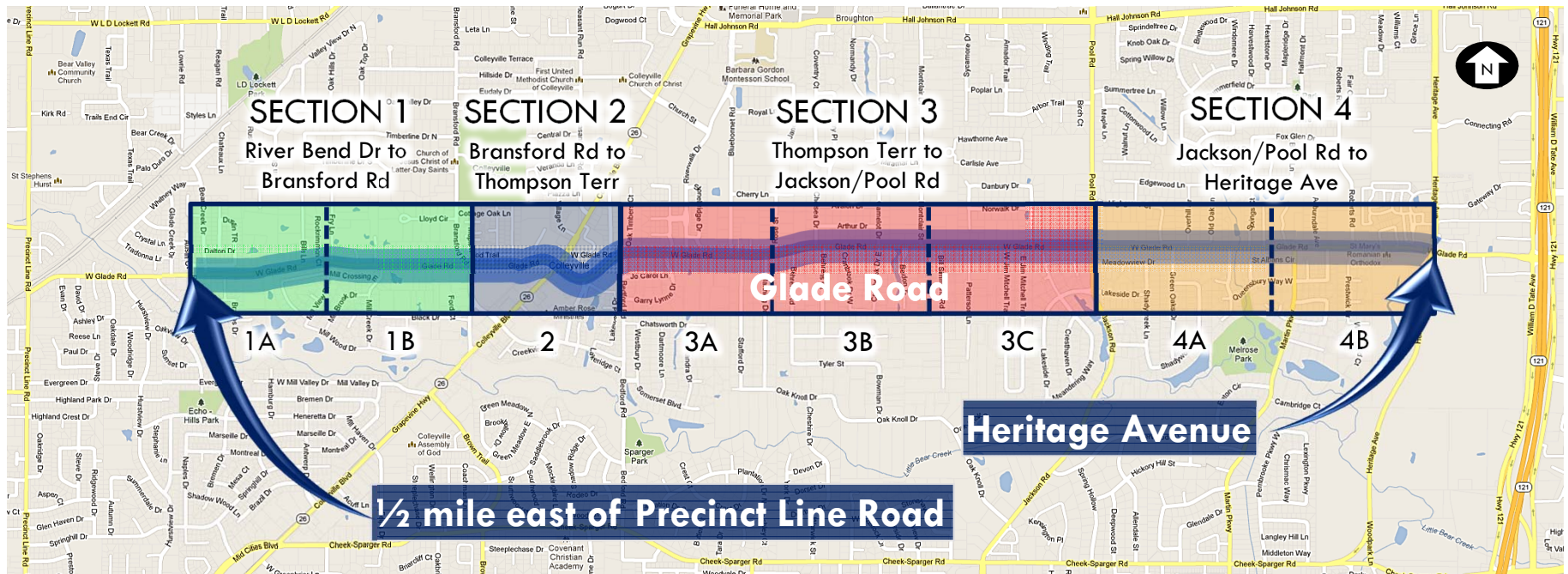
Workshop Agenda

- **Bransford Roundabout**
- **Roadway Section/Curb Type Discussion**
- **Trail and Sidewalk Discussion**
- **Pavement Section - Reclamation vs. Reconstruction**
- **Conceptual Tree Mitigation Program**
- **Summary of Project Phasing**
- **Summary of Recommendation**

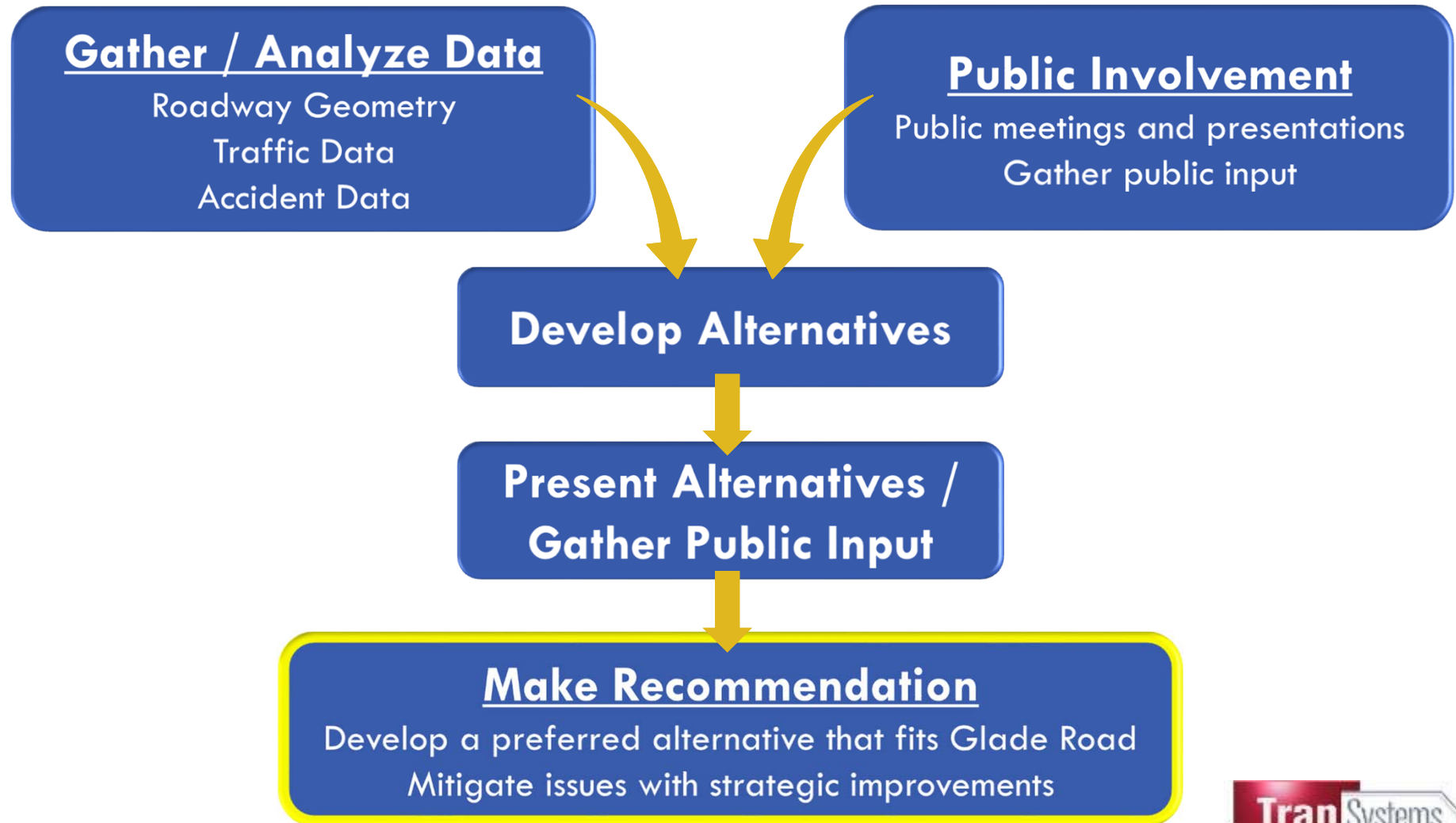


Purpose:

Provide a vision and plan for future improvements to Glade Road.



Project Study Approach



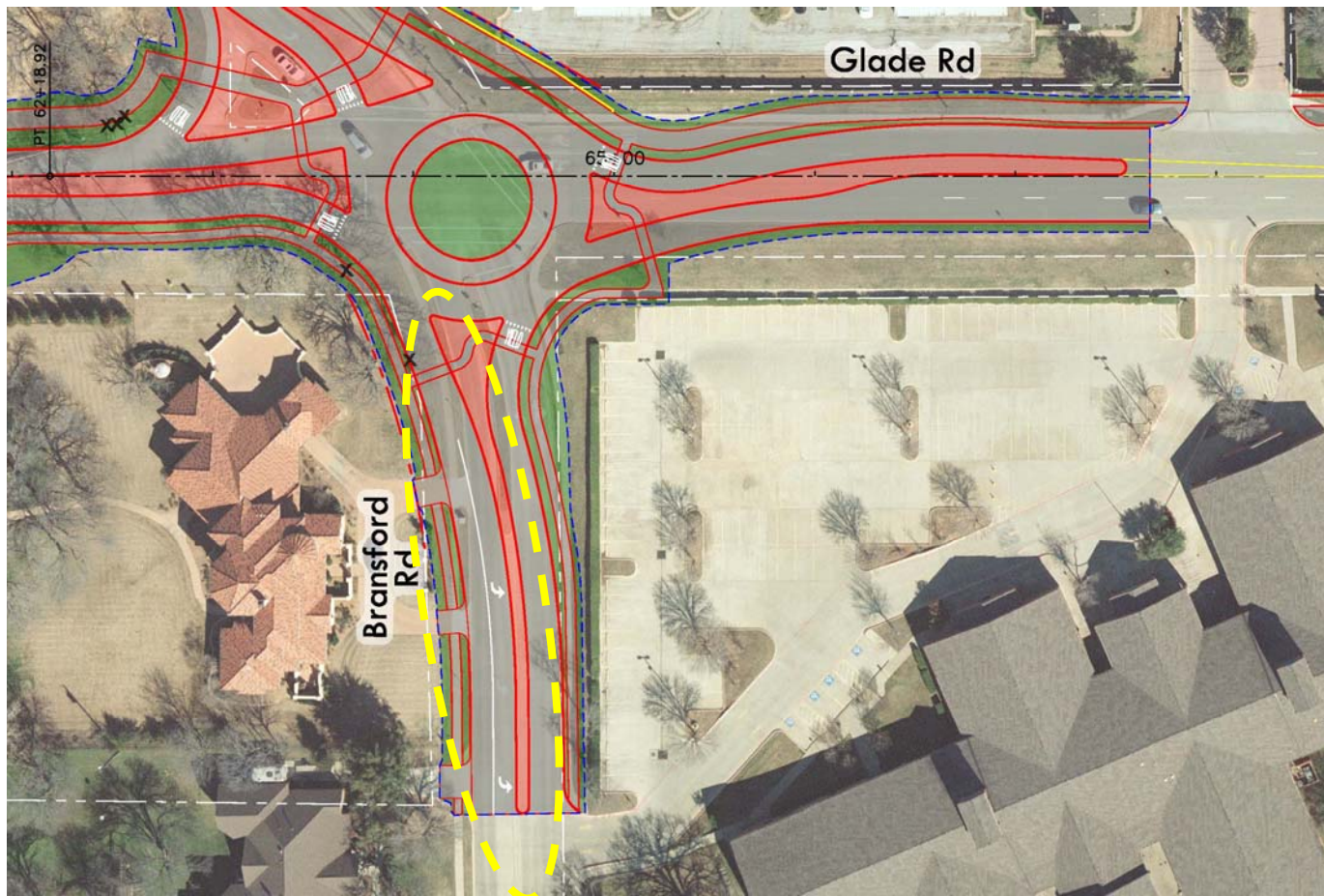
Section 1

Bransford Roundabout



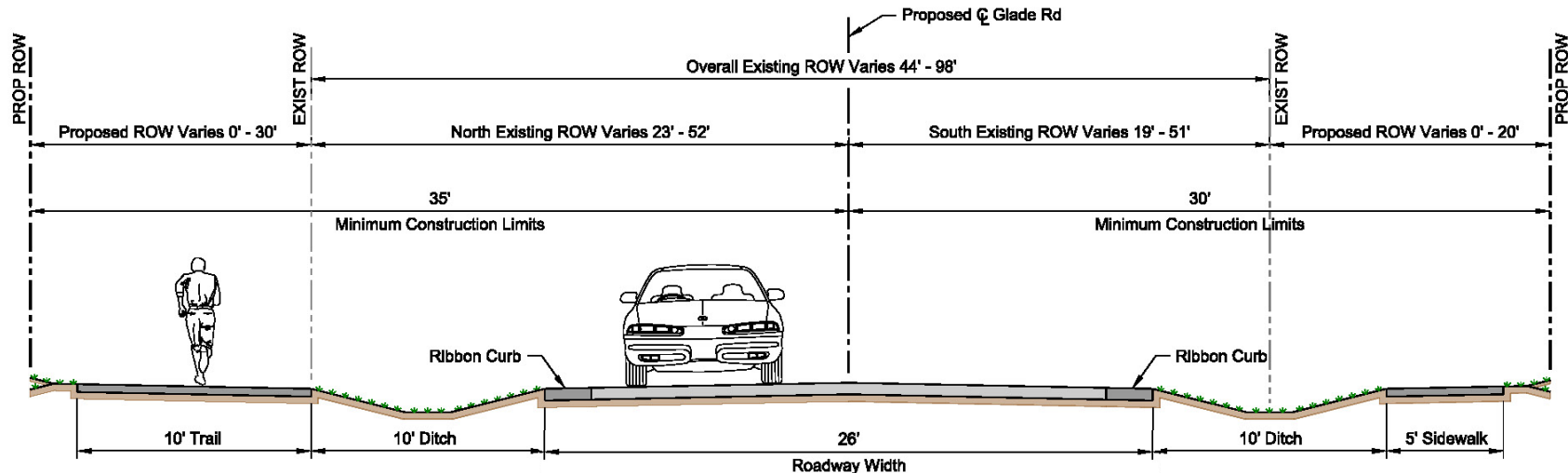
Revised southbound left-turn lane for Bransford Elementary

Existing length = 75' Proposed length = 170'



Roadway Section

Ribbon Curb with Swale

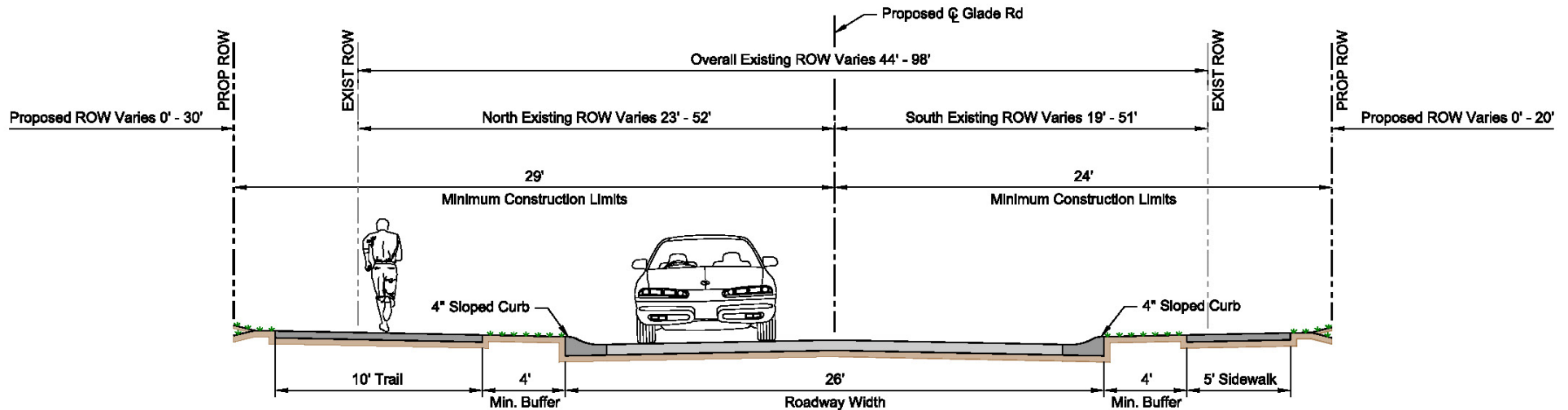


- Rural feel
- Requires the most right-of-way
- Impacts the most trees
- No physical barrier separating vehicular and pedestrian traffic
- Requires 8'-10' between curb and sidewalk
- Requires the most ongoing maintenance
- Allows vehicles to pull over for emergency vehicles



Roadway Section

Sloped Curb

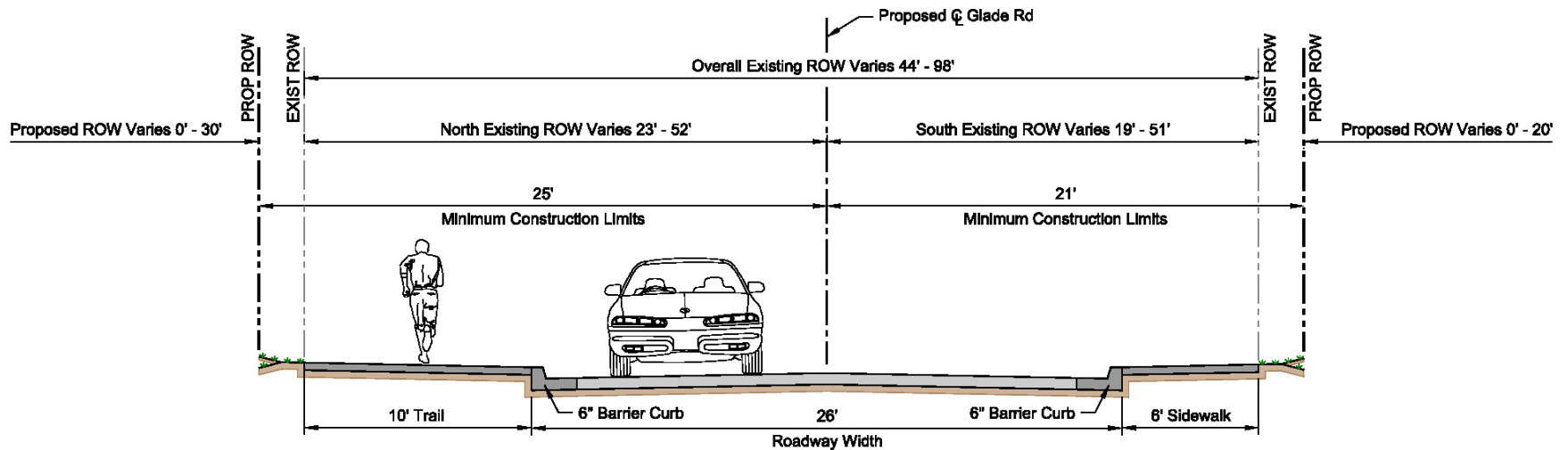


- Semi-rural feel
- Requires less right-of-way
- Less impact to trees
- Provides some delineation between vehicular and pedestrian traffic
- Recommend 4' buffer between sidewalk and curb
- Allows vehicles to pull over for emergency vehicles



Roadway Section

Barrier Curb



- Urban feel
- Matches other sections of Glade Road
- Requires the least right-of-way
- Impacts the least trees
- Provides a barrier between vehicular and pedestrian traffic
- Sidewalk can be adjacent to the curb when needed to avoid conflicts with trees or minimize right-of-way
- Restricts vehicles from pulling over for emergency vehicles



Roadway Section Renderings

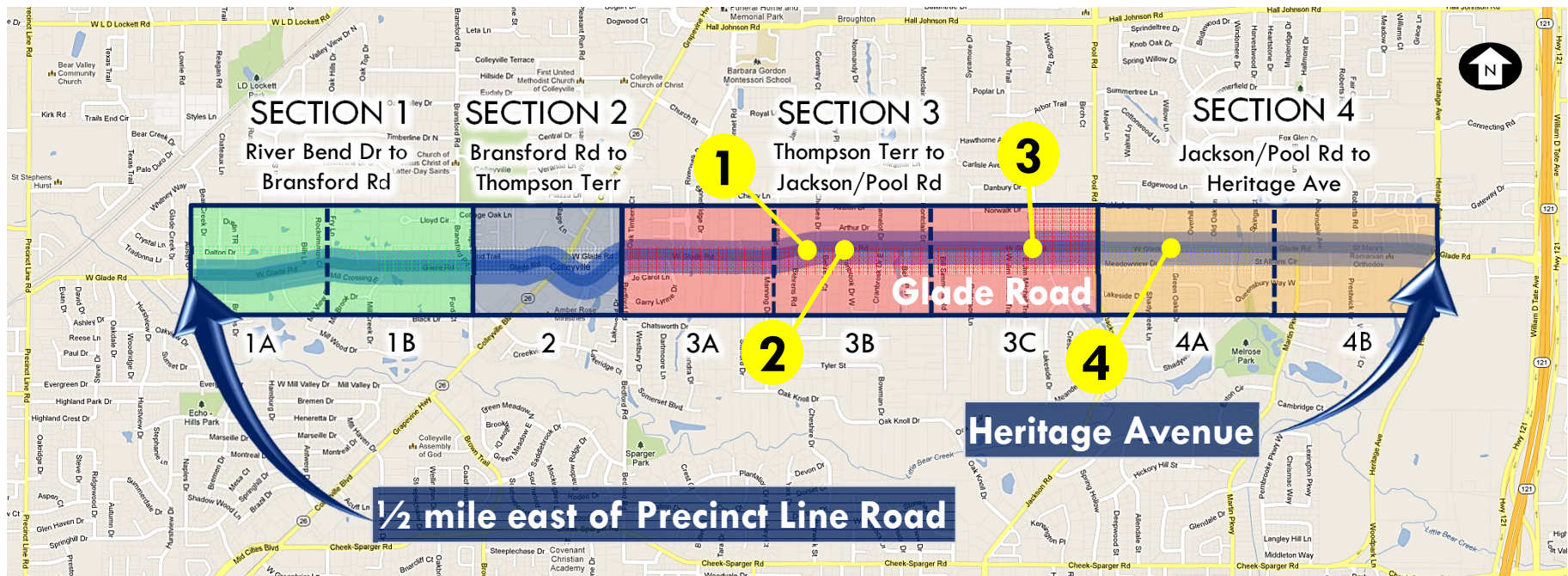


1 Behrens Court

3 E. Jim Mitchell Trail

2 Chelsea Park Area

4 Overhill Drive



Roadway Section

Location 1 – Behrens Court



Ribbon Curb with Swale

Roadway Section

Location 1 – Behrens Court



Sloped Curb

Roadway Section

Location 1 – Behrens Court



Barrier Curb



Roadway Section

Location 1 – Behrens Court

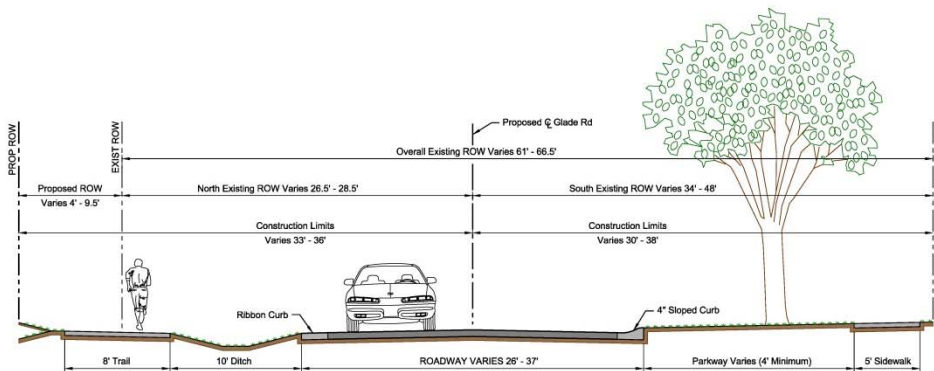
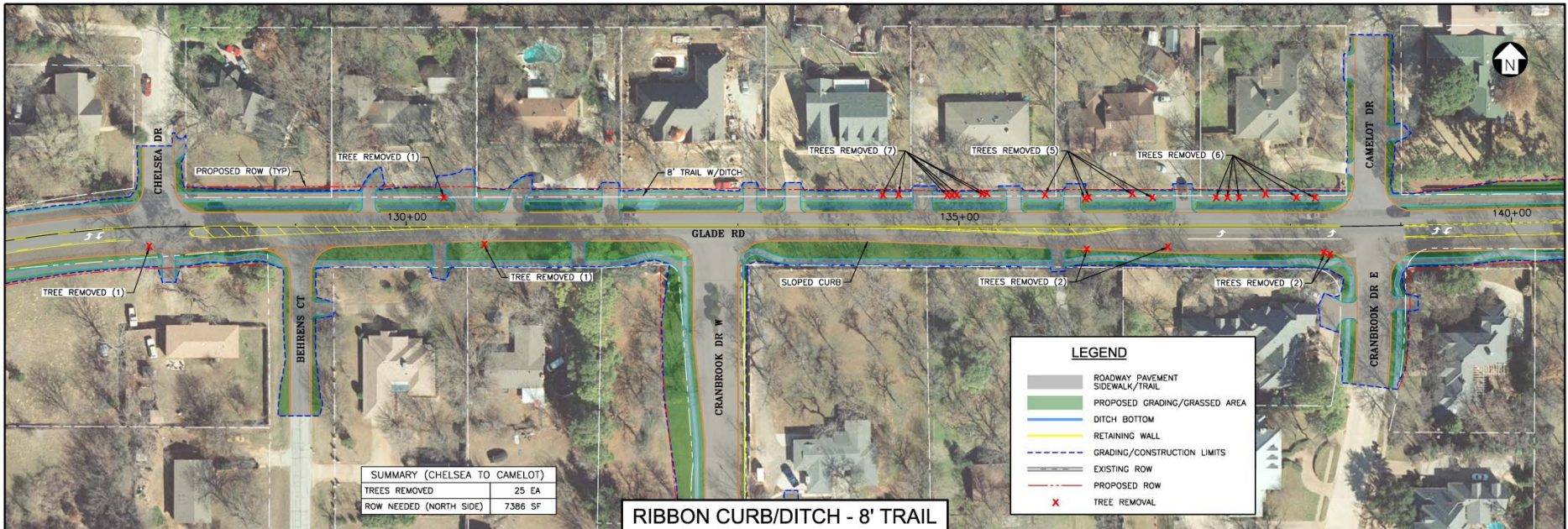


Barrier Curb with Sidewalk Adjacent



Roadway Section

Location 2 – Chelsea Park Area



3D RENDERING
STA 134+50
LOOKING EAST

Roadway Section

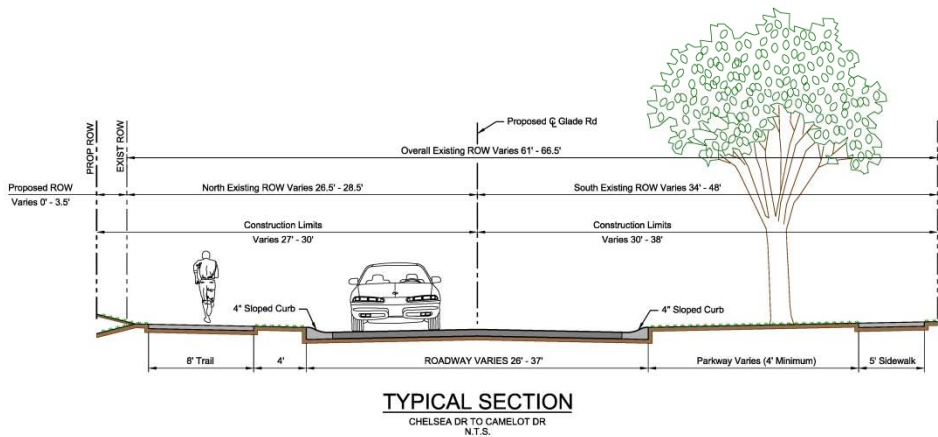
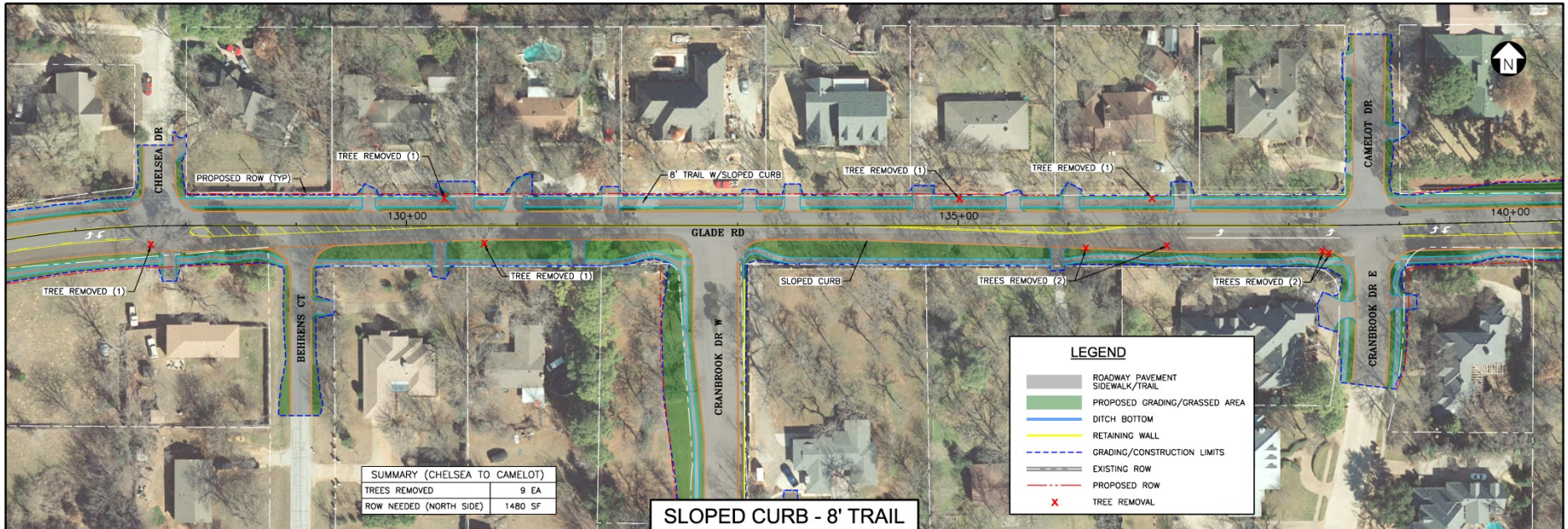
Location 2 – Chelsea Park Area



North - Sloped Curb
South - Ribbon Curb Swale

Roadway Section

Location 2 – Chelsea Park Area



3D RENDERING
STA 134+50
LOOKING EAST

Roadway Section

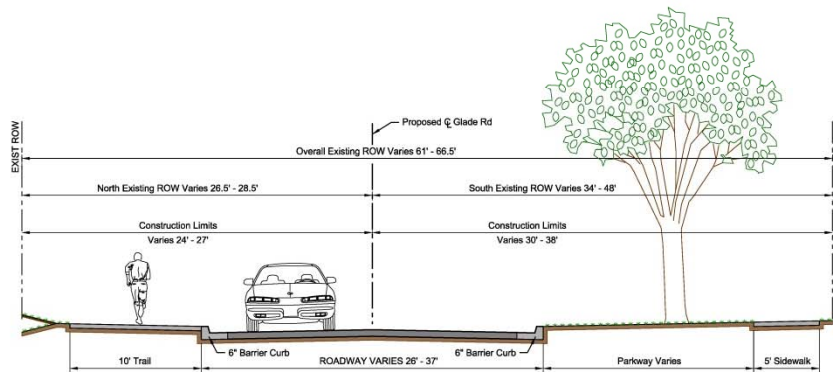
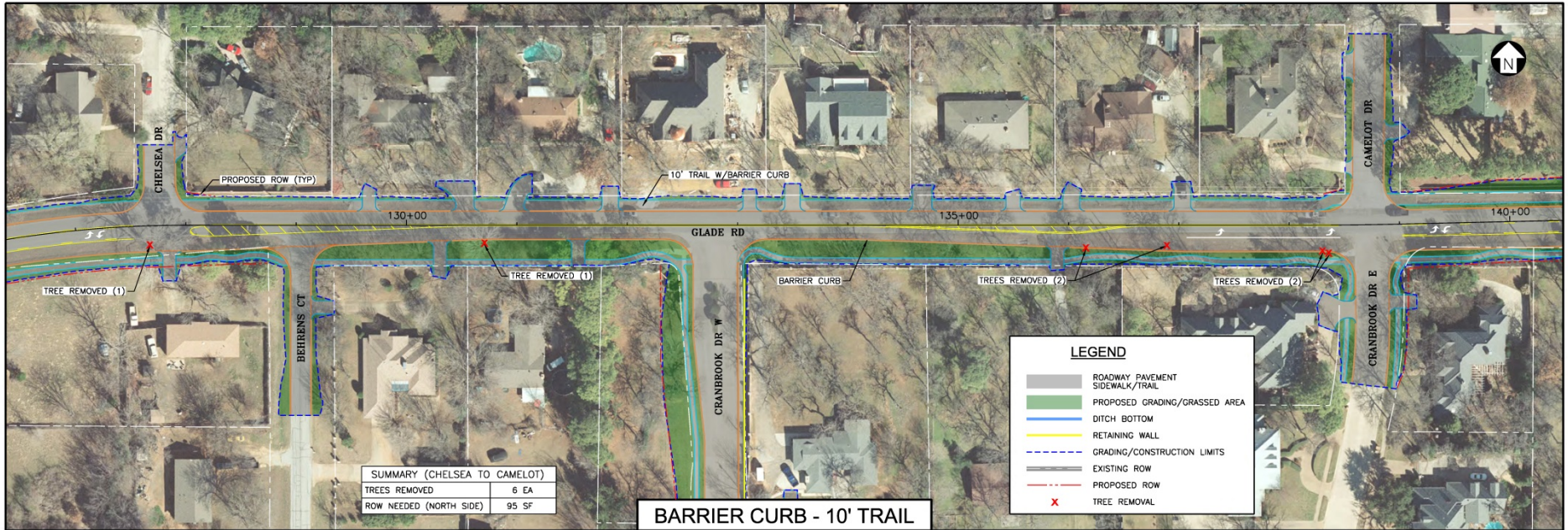
Location 2 – Chelsea Park Area



Sloped Curb

Roadway Section

Location 2 – Chelsea Park Area



3D RENDERING
STA 134+50
LOOKING EAST

Roadway Section

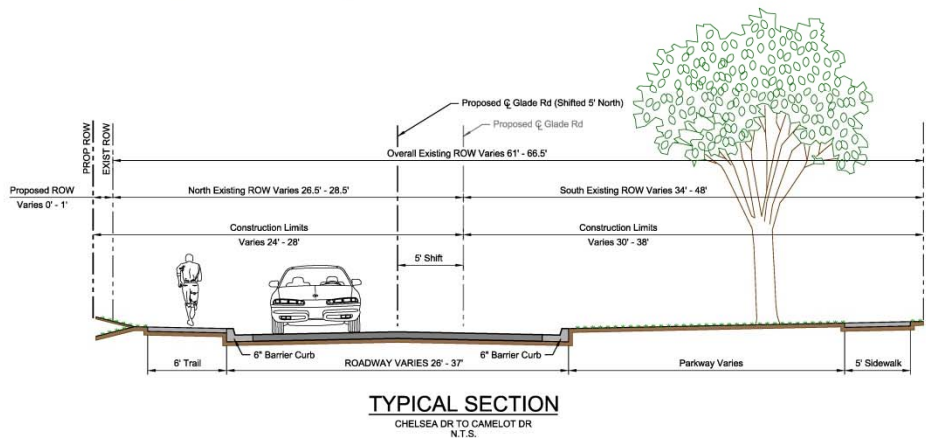
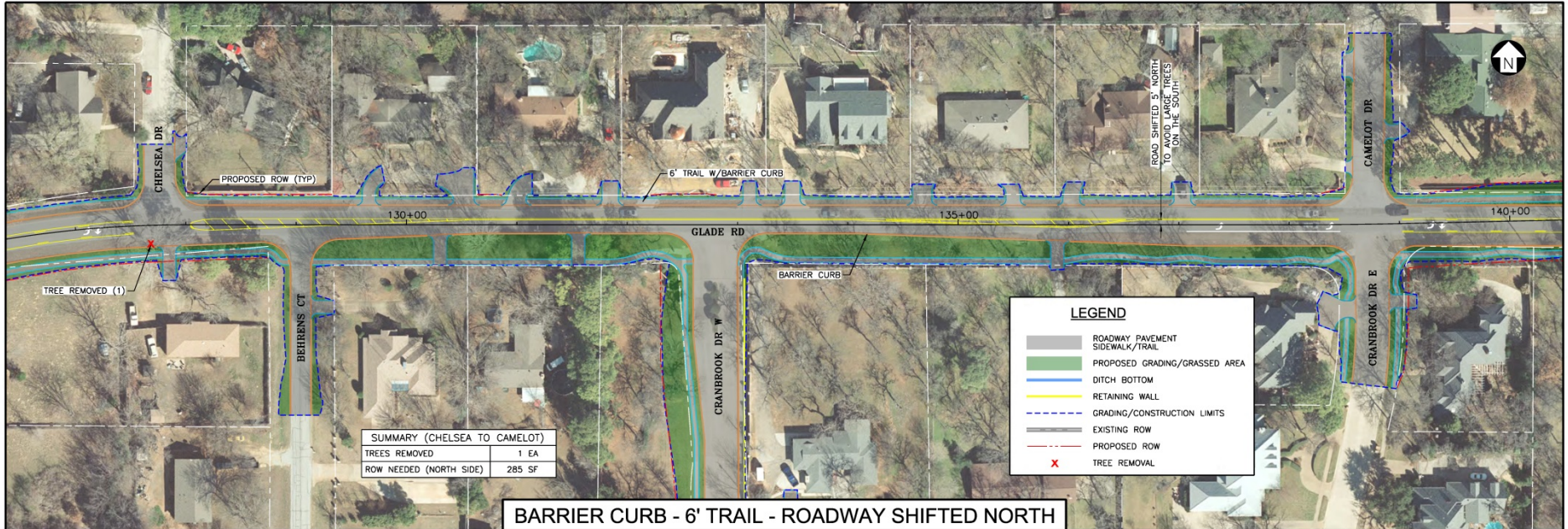
Location 2 – Chelsea Park Area



Barrier Curb

Roadway Section

Location 2 – Chelsea Park Area



3D RENDERING
STA 134+50
LOOKING EAST

Roadway Section

Location 3 – E. Jim Mitchell Trail



Ribbon Curb with Swale

Roadway Section

Location 3 – E. Jim Mitchell Trail



Sloped Curb

Roadway Section

Location 3 – E. Jim Mitchell Trail



Barrier Curb



Roadway Section

Location 4 – Overhill Drive



North - Ribbon Curb with Swale
South – Barrier Curb



Roadway Section

Location 4 – Overhill Drive



Sloped Curb

Roadway Section

Location 4 – Overhill Drive



Barrier Curb



Sidewalk/Trail Options



5' sidewalk on south side and 10' trail on north side

- Recommended for Bransford to Manning and Jackson/Pool to Heritage using existing rights-of-way

5' sidewalk on both north and south side

- River Bend Dr. to Bransford Rd. and Manning Dr. to Jackson/Pool Rd.
- Total project savings \$505,000 in construction and right-of-way costs
- 7 less parcels
- 17 trees saved

8' enhanced sidewalk south side only

- River Bend Dr. to Bransford Rd. and Manning Dr. to Jackson/Pool Rd.
- Total project savings \$755,000 in construction and right-of-way costs
- 16 less parcels
- 26 Trees Saved





Sidewalk/Trail

Location 1 – Behrens Court



10' trail / 5' sidewalk





Sidewalk/Trail

Location 1 – Behrens Court



5' sidewalk both sides





Sidewalk/Trail

Location 1 – Behrens Court



8' enhanced sidewalk south side





Sidewalk/Trail

Location 2 – Chelsea Park Area



10' trail / 5' sidewalk





Sidewalk/Trail

Location 2 – Chelsea Park Area



5' sidewalk both sides





Sidewalk/Trail

Location 2 – Chelsea Park Area



8' enhanced sidewalk south side





Sidewalk/Trail

Location 3 – E. Jim Mitchell Trail



5' sidewalk / 10' trail





Sidewalk/Trail

Location 3 – E. Jim Mitchell Trail



5' sidewalk both sides





Sidewalk/Trail

Location 3 – E. Jim Mitchell Trail

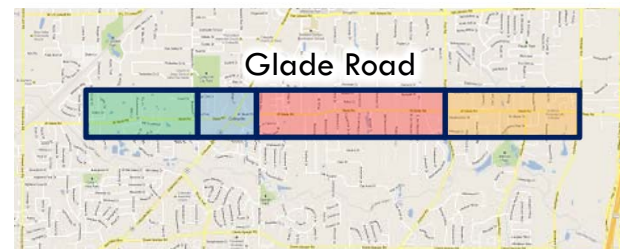


8' enhanced sidewalk south side



Pavement Section

Reclamation vs. Reconstruction



Typical Existing Pavement Section

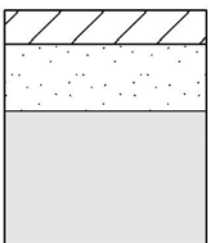


2" Surface Course

Compacted Subgrade

- Evolved over time (not designed)
- 3 to 5 year life
- Poor riding surface
- Requires constant maintenance

Reclamation Pavement Section



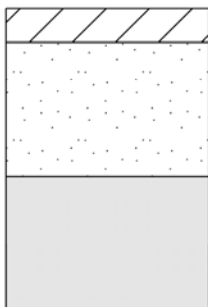
2" Asphalt Surface Course

4" Asphalt Base Course

8" Stabilized Subgrade

- 15 year design life
- Reduced road noise
- Faster construction
- Reduced complexity in construction phasing
- Minor maintenance can be performed by City crews

Engineered Pavement Section



2" Asphalt Surface Course

7"-9" Asphalt Base Course

8" Stabilized Subgrade

- 30 plus year design life
- Reduced road noise
- Reduced complexity in construction phasing
- Minor maintenance can be performed by City crews

Pavement Section

Reclamation vs. Reconstruction



Possible Areas for Pavement Reclamation

- Mill Creek to Bransford Road (Section 1B)
- Manning to Jackson/Pool (Sections 3B and 3C)
- Jackson/Pool to Strathmore Terrace (Section 4)

Things to consider with Pavement Reclamation

- Limits geometric modifications, elevation stays the same
- Could be performed in existing rights-of-way
- Addressing narrow road widths
 - Some grading and drainage improvements will be required
 - Possibility of pavement failing along existing edge of pavement
- Left-turn lanes
 - Will require additional rights-of-way, grading, drainage improvements and a full depth pavement
- Consider completing sidewalk on south side of the road
 - Will require additional rights-of-way
- Addition of curb will require storm drain improvements





Pavement Section

Reclamation vs. Reconstruction



Things to consider with Pavement Reconstruction

- Address safety and visibility issues
- Bar ditches replaced with engineered drainage system
- Safer lane widths
- Improve roadside safety (shoulder conditions)
- Can add left-turn lanes where warranted for safety and mobility
- Pedestrian elements can be added as desired





Pavement Section

Reclamation vs. Reconstruction



Cost Comparison*

Riverbend to Bransford Road (Section 1)

- Reconstruction - \$4,977,000
- Reclamation - \$437,000

Manning to Jackson/Pool (Sections 3B and 3C)

- Reconstruction - \$5,926,000
- Reclamation - \$1,266,000

Jackson/Pool to Strathmore Terrace (Section 4)

- Reconstruction - \$3,390,000
- Reclamation - \$732,000

* Estimated costs include preliminary rights-of-way and construction costs





Tree Mitigation



Conceptual Program Details

- Funds set aside for tree mitigation along Glade
- Property owners can select from City-approved trees
 - Type of tree can be to specific certain sections of Glade Road
- Property owners that lose trees have priority in selection
- Limit number of trees per property owner
- Provide criteria as to where they can planted
- Installed by a City contractor (contract separate from Glade Road)
- Warrantied by the contractor directly with the property owner
- Property owners may upgrade tree size at their own cost

Tree Mitigation



Conceptual Program Benefits continued...

- Gives the property owner input
 - Type of tree
 - Number of trees
 - Location of tree
- Keeps trees out of City right-of-way
- Keeps trees out of overhead power lines
- Does not require installation or maintenance by City Staff
- Warrantied by the contractor not the City
- Trees can be replaced at a ratio of 2:1, 3:1 or higher



Project Phasing

Constraints



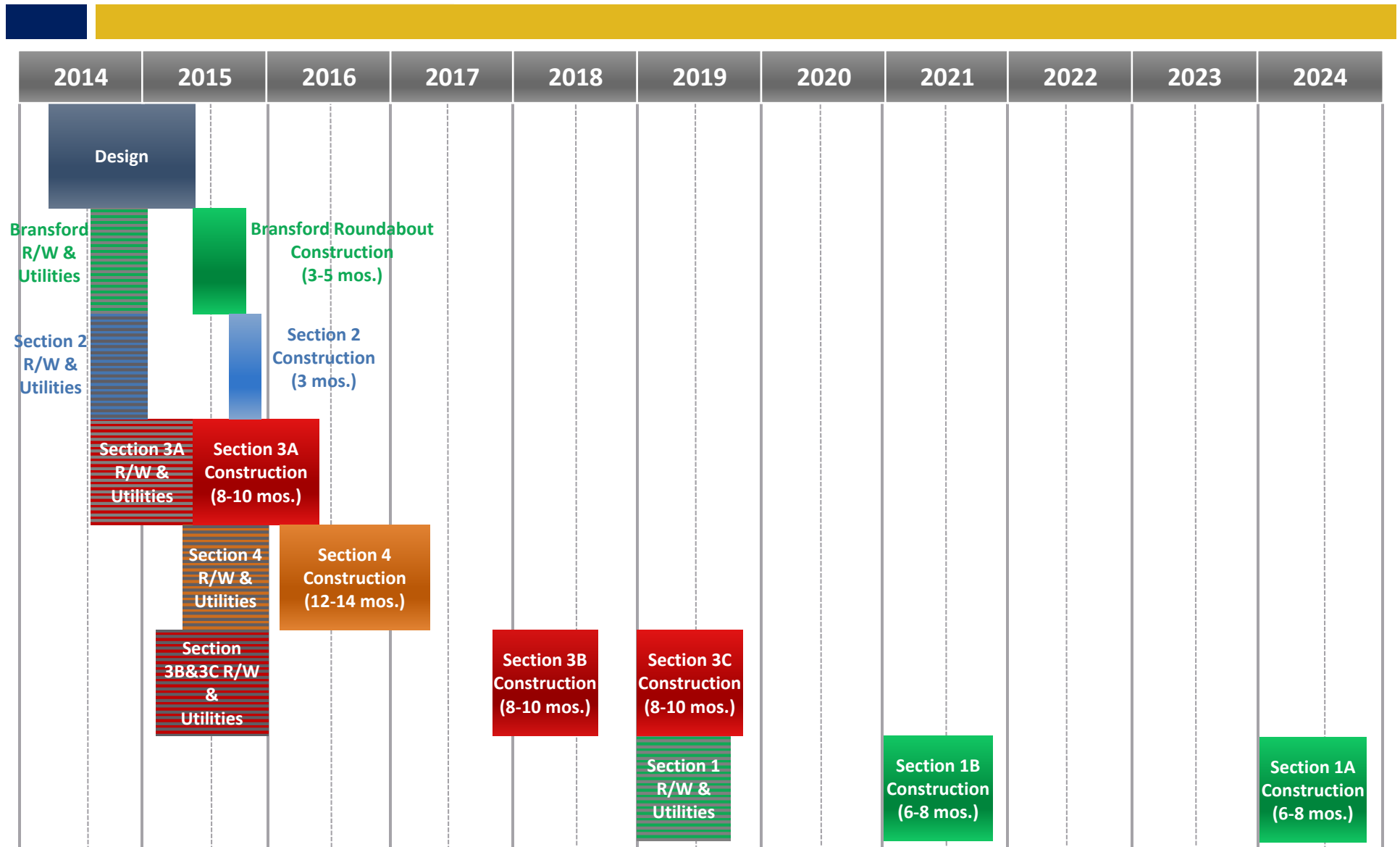
What Controls Project Phasing?

- Right-of-way Acquisition
- Utility Coordination and Relocations (Franchise and City Utilities)
- Final Design and Bidding
- Bransford Elementary School
- SH 26 Construction
- Construction Time
- Budgeted Project Funding – Glade Road
- City Council Preference



Project Phasing

Schedule





Glade Road

Recommendation



Section 1 (River Bend Dr. to Bransford Rd.)

- Two lanes with left turn lanes where warranted
- Barrier curb

Options

- Sloped curb
- Ribbon curb with engineered swale in select locations
- 10' trail on the north side and 5' sidewalk on the south side
- 5' sidewalk on the north and south side
- 8' enhanced sidewalk on the south side
- Pavement reclamation



Glade Road

Recommendation



Section 2 (Bransford Rd. to Thompson Terrace)

- Pavement markings
- Bransford intersection – roundabout with left-turn lane for school traffic

Options

- 10' trail on the north side and 5' sidewalk on the south side
- 5' sidewalk on the north and south side
- 8' enhanced sidewalk on the south side



Glade Road

Recommendation



Section 3A (Thompson Terrace to Manning Dr.)

- Bedford to Bluebonnet - two lanes with continuous left-turn lane
- Bedford intersection – re-align to improve sight distance
- Riverwalk intersection – roundabout
- Bluebonnet intersection – lower road and keep stop sign on Bluebonnet approach
- Barrier curb

Options

- Sloped curb
- 10' trail on the north side and 5' sidewalk on the south side
- 5' sidewalk on the north and south side
- 8' enhanced sidewalk on the south side



Glade Road

Recommendation



Section 3B & 3C (Manning Dr. to Jackson/Pool Rd.)

- Two lanes with left-turn lanes where warranted
- Barrier curb

Options

- Sloped curb
- Ribbon curb with engineered swale
- 10' trail on the north side and 5' sidewalk on the south side
- 5' sidewalk on the north and south side
- 8' enhanced sidewalk on the south side
- Pavement reclamation



Glade Road

Recommendation



Section 4 (Jackson/Pool Rd. to Heritage Ave.)

- Two lanes with low-profile medians and left-turn lanes, with barrier curb
- Add additional westbound lane from Heritage Avenue to Roberts Road
- Martin Parkway intersection – keep stop sign on Martin Parkway
- Roberts Road intersection – keep stop sign on Roberts Road/Prestwick Drive
- Add additional southbound right-turn lane on Roberts Road

Options

- Two lanes with left-turn lanes where warranted (without low-profile medians)
- Sloped curb
- Ribbon curb with engineered swale in select locations (north side only)
- 10' trail on the north side and 5' sidewalk on the south side
- 5' sidewalk on the north and south side
- 8' enhanced sidewalk on the south side
- Pavement reclamation



Glade Road

Recommendation



Other items

- Street Lighting
- Tree Mitigation
- Project Schedule: Bransford roundabout, Section 2 and Section 3A are priority

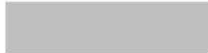
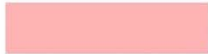


Next Steps

- **Final Recommendations**
- **Public Meeting to Share Final Plan**
- **Design, Right-of-way and Utility Coordination**
- **Construction**

Exhibit Legend

LEGEND

	ROADWAY PAVEMENT SIDEWALK/TRAIL
	PAVED MEDIAN
	PROPOSED GRADING/GRASSSED AREA
	DITCH BOTTOM
	RETAINING WALL
	GRADING/CONSTRUCTION LIMITS
	EXISTING ROW
	PROPOSED ROW
	TREE REMOVAL



City of Colleyville Colleyville City Council Worksession Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 2b

Agenda Date 06/30/2014

Number 2b

Type Presentation and Discussion

Department Public Works

Title

Discussion of the SH26/Colleyville Boulevard Reconstruction Project

Explanation

This item is for the continuation of the discussion on the TxDOT SH26/Colleyville Boulevard from the June 24, 2014 worksession.

A copy of the presentation that was presented on June 24, 2014 is attached to this agenda briefing.

Attachments

1. February 18, 2014 SH26 Presentation
2. March 18, 2014 SH26 Presentation
3. June 24, 2014 SH26 Presentation



SH26/Colleyville Boulevard Reconstruction Project Update

Pre Council

February 18, 2014

Phase I Current Status

- Timeline Phase I Road Construction
 - Contract Length
 - Started on July 16, 2012 with 394 “working days”
 - Original estimated completion date Spring 2014
 - Revised estimated completion March of 2015 or possibly December of 2014
- Factors contributing to the construction delays
 - » MSE Walls
 - » Swallows (Migratory Birds)
 - » Subcontractor Issue
 - » Construction Management Staff Changes



Phase I Current Status

- City Requested Change Orders
 - Landscaping
 - Street Signs and Signal Poles
 - Cottonbelt Phase III, Sidewalks and Crosswalks

Landscaping

- Received a Green Ribbon Grant From TxDOT in the amount of \$175,000
- Plans prepared by the City Consultant and approved and processed by TxDOT





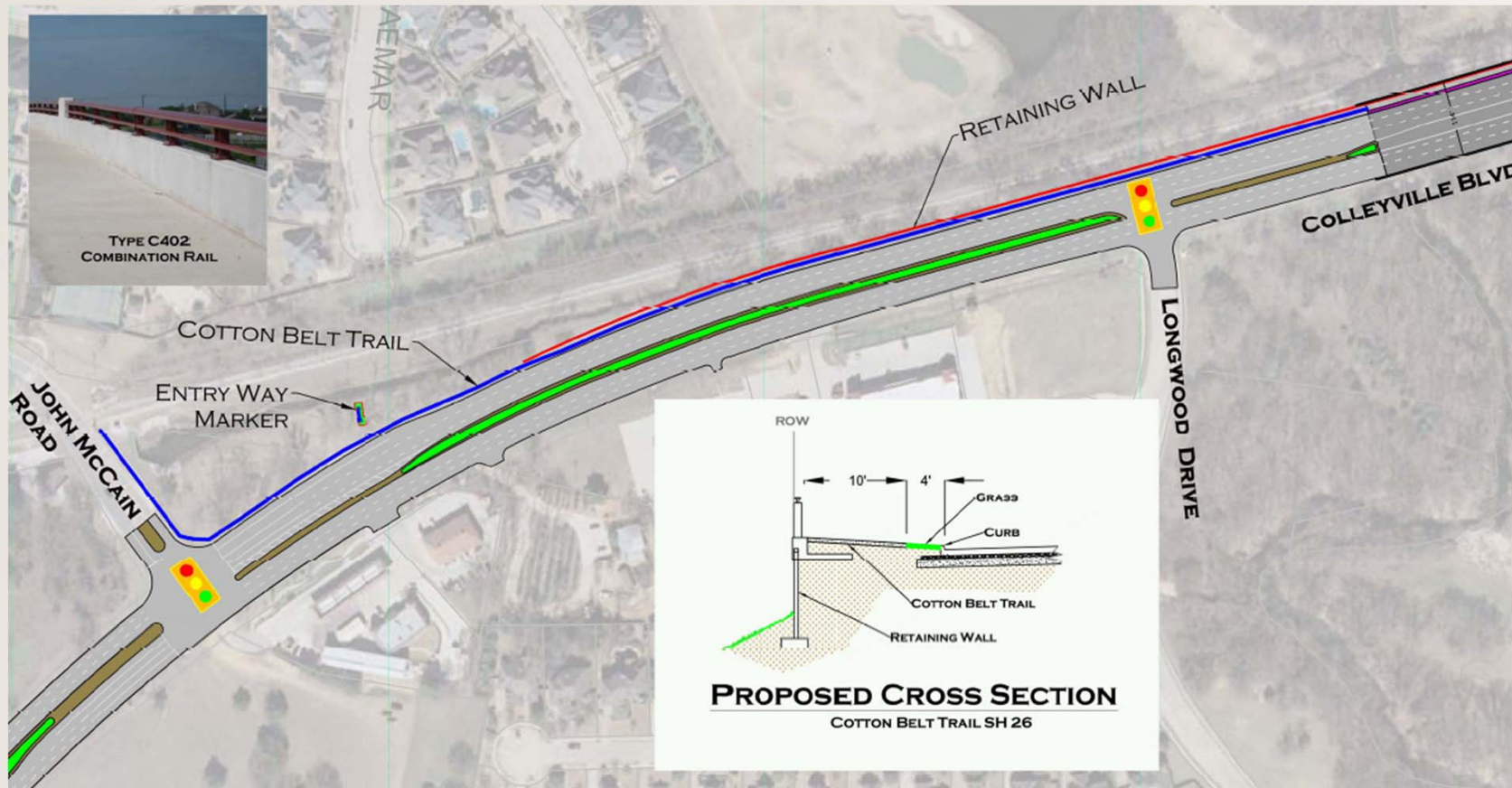
Street Signs



Signal Pole with Light



Cottonbelt Phase III and Sidewalks



Hardscape (Signals and Crosswalks)

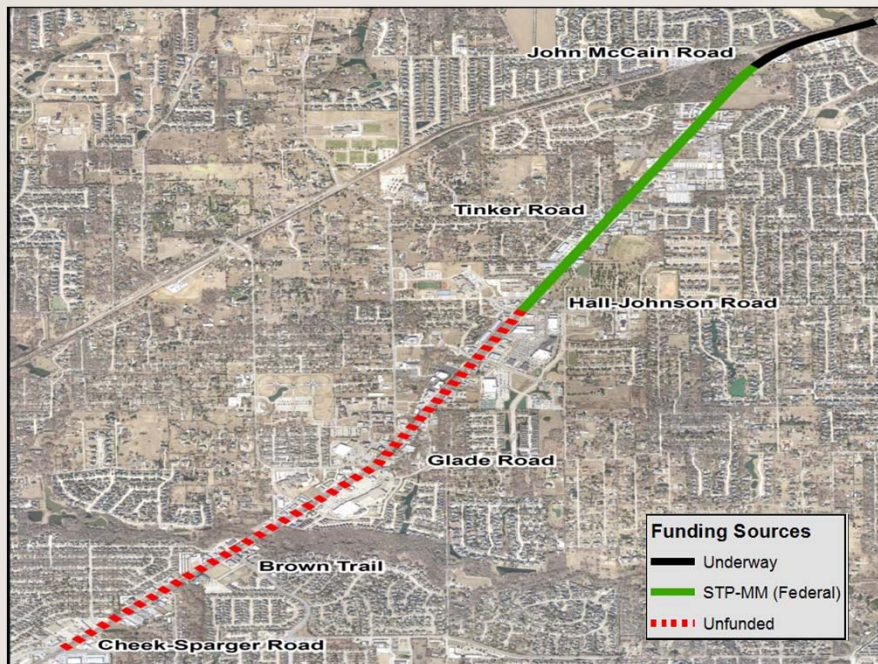


Stamped Concrete for Crosswalks



Future Phases

- TIP Modification
 - Revised the limits to be Hall-Johnson to Brown Trail



Future Phases

- TIP Modification
 - Initially construct 4 lanes(6 lanes ultimate)



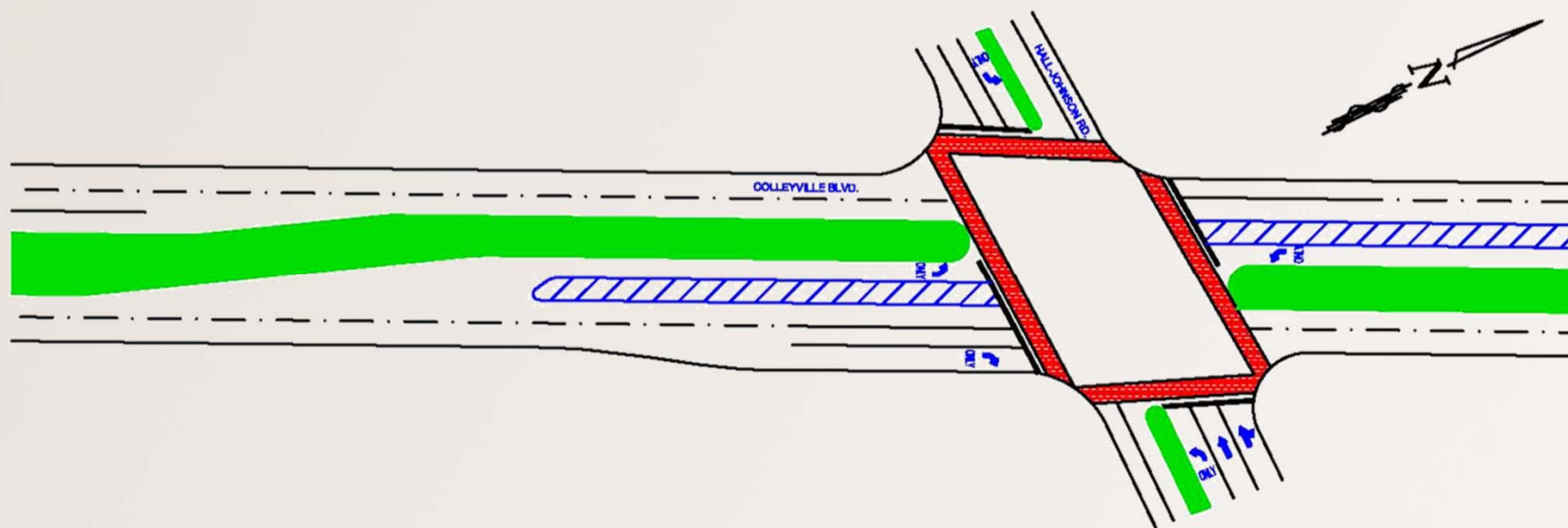
Six Lane R.O.W. with Six Lanes



Six Lane R.O.W. with Four Lanes

Future Phases

- TIP Modification
 - Intersections to be built to full capacity





Future Phases

- Utility Adjustments
 - Next phase of City utilities is under design
 - Next phase is estimated to begin on spring 2014
- Enhancement Grant (10' trail)
 - \$2.63 million requested for the entire corridor
 - Approximately \$1.27 million was granted for Hall-Johnson to John McCain
- Street Lighting
 - Staff is evaluating the possibility to add street lighting along the corridor



Future Phases

- City Staff is regularly coordinating with TxDOT on the topics of
 - Lane Widths
 - Speed Limits
 - Medians Widths
 - Sidewalk/Trail
 - Schedules



Questions and Comments



SH26/Colleyville Boulevard Reconstruction Project Update

Pre Council
March 18, 2014

Previous Council Update

- February 18, 2014
 - Project Timeline
 - Change Order Status
 - Landscaping
 - Street signs and signal poles
 - Cottonbelt Phase III, sidewalks and crosswalks

Progress Since Last Update

- Project Construction
 - Contractor has focused on the bridge construction, and paving the future northbound lanes
- TxDOT/Contractor Communication
 - Staff is meeting weekly with both TxDOT, and the project contractor
- Staff has evaluated options in regard to the Oak Pointe Drive/Tinker Road and Colleyville Boulevard Intersection

Oak Pointe Drive / Tinker Road and Colleyville Boulevard Intersection

- Option 1** Alternate access, via emergency access gates until Tinker Road/Oak Pointe Drive intersection is permanently reconstructed
- Option 2** Temporary realignment of Oak Pointe Drive
- Option 3** Construct the intersection in its final configuration
- Option 4** Extend the funded phase of SH26 to include this intersection
- Option 5** Complete the construction of SH26 from Brown Trail to John McCain Road

Oak Pointe Drive / Tinker Road and Colleyville Boulevard Intersection – Option 1

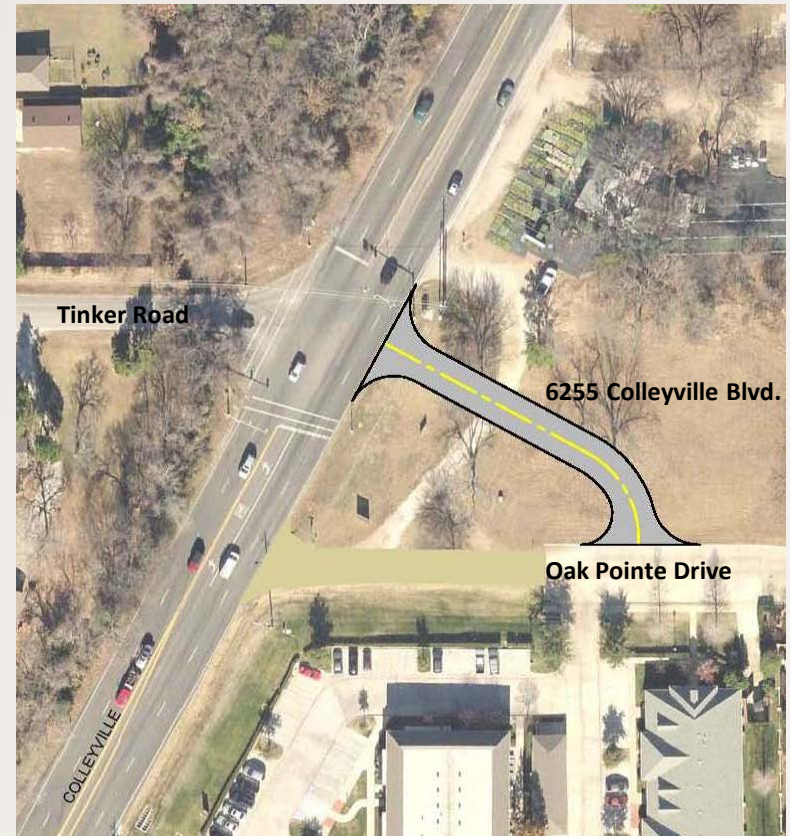
- Alternate access, via emergency access gates until Tinker Road/Oak Pointe Drive intersection is permanently reconstructed
- Considerations
 - Rehabilitation of the existing pavement on Wyatt Drive: estimated cost \$50,000
 - Consent of the Villas of Oak Pointe HOA to open the emergency access gate
 - Additional traffic on Wyatt Drive and through the Ross Downs Neighborhood



Oak Pointe Drive / Tinker Road and Colleyville Boulevard Intersection – Option 2

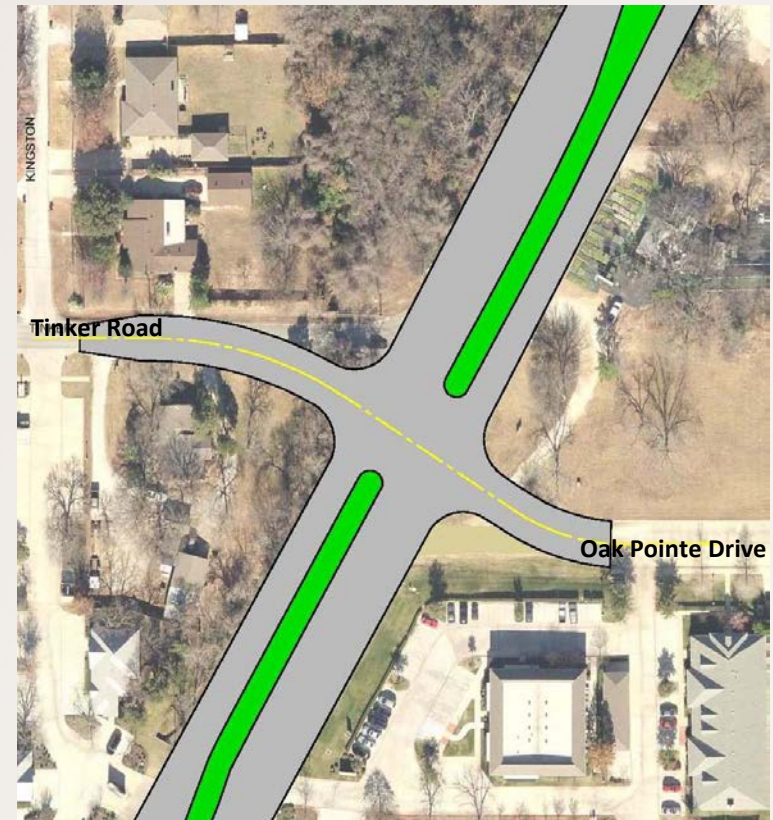
- Temporary realignment of Oak Pointe Drive until Tinker Road/Oak Pointe Drive intersection is permanently reconstructed
- Considerations
 - New Temporary Signals
 - Estimated Cost \$270,000*
 - TxDOT Permit and Plans

*** Subject to the property owner being receptive to a temporary easement (.25 acres) resulting in a significant impact to property at 6255 Colleyville Boulevard**



Oak Pointe Drive / Tinker Road and Colleyville Boulevard Intersection – Option 3

- Reconstruct the intersection in its final configuration
- Considerations
 - Estimated cost \$2,650,000
 - Leaves 1,200 feet of existing roadway between Tinker Road to Hall-Johnson Road
 - 1,000 feet is transitional pavement will be replaced when the roadway is constructed
 - Drainage constructed in the final configuration (\$700,000)
 - TxDOT Permit and Plans





Tinker Road

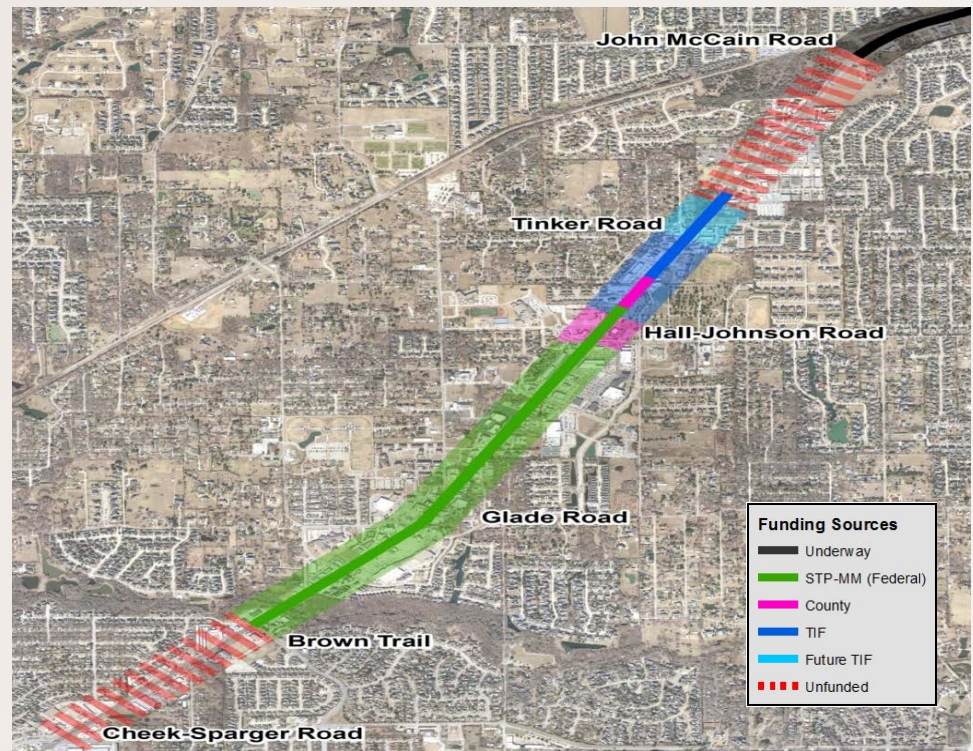
Oak Pointe Drive

Hardage Lane

Hall-Johnson Road

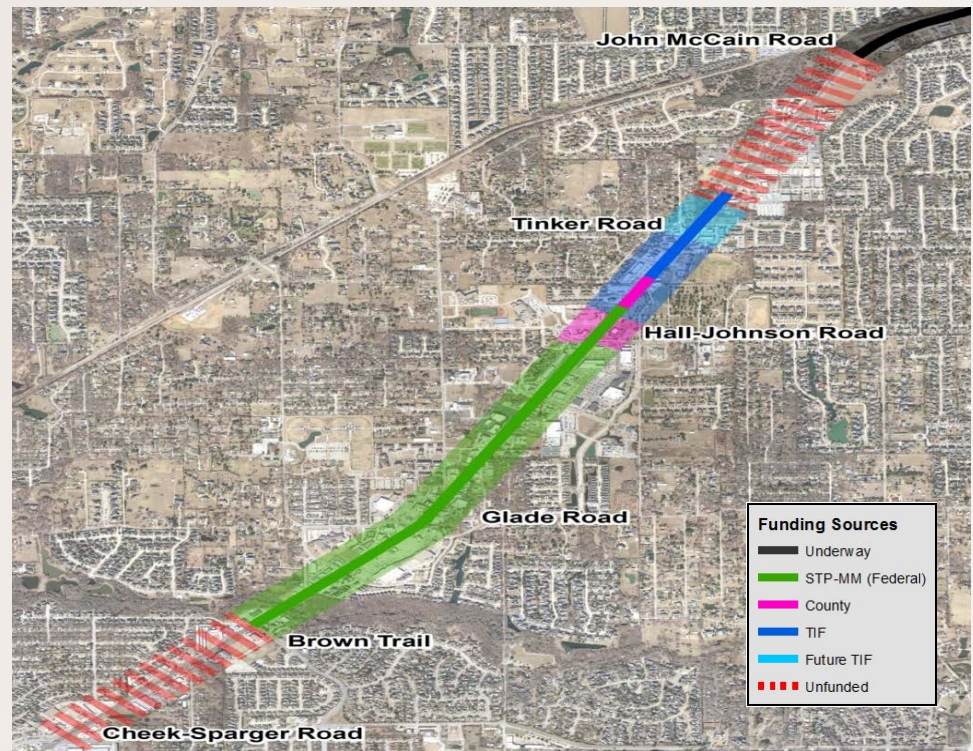
Oak Pointe Drive / Tinker Road and Colleyville Boulevard Intersection – Option 4

- Extend the funded phase of SH26 to include this intersection
- Consideration
 - Estimated cost \$5.4 million to extend the limits of the project
 - Requires a scope modification to the next phase of construction, and a funding agreement to cover the additional costs



Oak Pointe Drive / Tinker Road and Colleyville Boulevard Intersection – Option 5

- Complete the construction of SH26 from Brown Trail to John McCain Road
- Consideration
 - Estimated cost \$13 million to extend the limits of the project
 - Requires a scope modification to the next phase of construction, and a funding agreement to cover the additional costs





Questions and Comments

TxDOT SH26 / Colleyville Boulevard Reconstruction Project Update and Discussion

City Council Worksession
June 24, 2014

Presentation Outline



- General Corridor Update
- Phase I (northern City limit to John McCain Road) Update
- Phase II (Hall-Johnson Road to Brown Trail) Update
 - ***What enhancements, if any, is the City willing to fund with the next phases of the road project?***
- Phase III (John McCain Road to Hall-Johnson Road) Update
 - ***Does the City wish to pursue Phase III construction concurrent with the Phase II construction that will be let in December of 2014?***
- Phase IV (Brown Trail to the southern City limits) Update
- Defining “Destination Colleyville”
 - ***How does the City want to define the concept of “Destination Colleyville”?***

Signal Retiming



NCTCOG and TxDOT have completed the Regional Traffic Signal Retiming Program for TxDOT SH26 /Colleyville Boulevard

- TxDOT owns and maintains the traffic signals along TxDOT SH26/Colleyville Boulevard that are within Colleyville
- North Central Texas Council of Governments (NCTCOG) commissioned a signal timing study for the TxDOT SH26/Colleyville Boulevard corridor that was completed this past spring and the recommendations have been implemented
- The intersections north of Tinker Road were not modified due to the ongoing construction activities (John McCain Road and Longwood Drive)
- Signal timings were adjusted to minimize delays with the traffic flow priorities being TxDOT SH26/Colleyville Boulevard

Flashing Yellows



TxDOT has installed flashing yellow arrow signals on TxDOT SH26 / Colleyville Boulevard

- In the interest of enhancing mobility and safety, TxDOT has installed flashing yellow arrow signals at various intersections of TxDOT SH26/Colleyville Boulevard. Flashing yellow arrow left-turn signals are the new nationwide standard.
- These improvements were completed in January.



TxDOT SH26 / Colleyville Boulevard Phase I

(Brumlow/Pool in Grapevine to John McCain Road)

Phase I

(Brumlow/Pool in Grapevine to John McCain Road)



Progress Since Last Council Update (March 18, 2014)

- Project Construction
 - The contractor has completed work on the majority of the northbound lanes and the commercial driveways in Colleyville
 - The traffic switch for northbound lanes is presently scheduled for July 18, 2014
 - The City has requested that the sidewalk along the east edge of road be extended for the limits of the project with the exception of north of Longwood Drive
 - Cotton Belt Trail Phase III design is almost complete and final plans will be submitted to TxDOT within the next two weeks. This will be performed as a change order to the current road project
 - Project substantial completion is estimated in June 2015
- TxDOT/Contractor Communication
 - Staff is meeting weekly with both TxDOT and the project contractor

Phase I (Brumlow/Pool in Grapevine to John McCain Road)



Cotton Belt Trail Phase III design is almost complete, final plans will be submitted to TxDOT within the next two weeks, as a change order to the road project, and will require a TxDOT Advanced Funding Agreement

Landscaping for this phase is funded with a Green Ribbon Grant and plans have been approved and a change order has been issued



Phase I (Brumlow/Pool in Grapevine to John McCain Road)



Crosswalks are currently being installed, and will require a TxDOT Advanced Funding Agreement

Sidewalks are currently being installed and will require a TxDOT Advanced Funding Agreement

Enhanced Signal Poles are being coordinated with TxDOT, and will require a TxDOT Advanced Funding Agreement

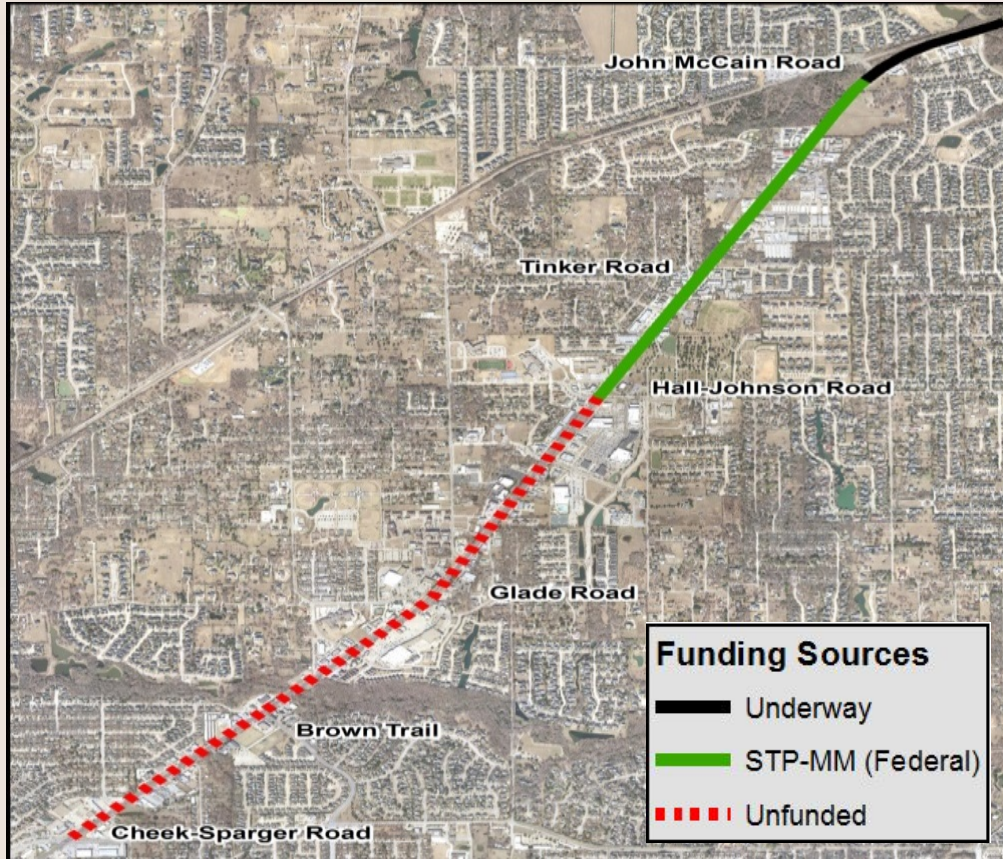


LED back lit street signs are being coordinated with TxDOT for the installation and purchase of materials

TxDOT SH26 / Colleyville Boulevard Phase II

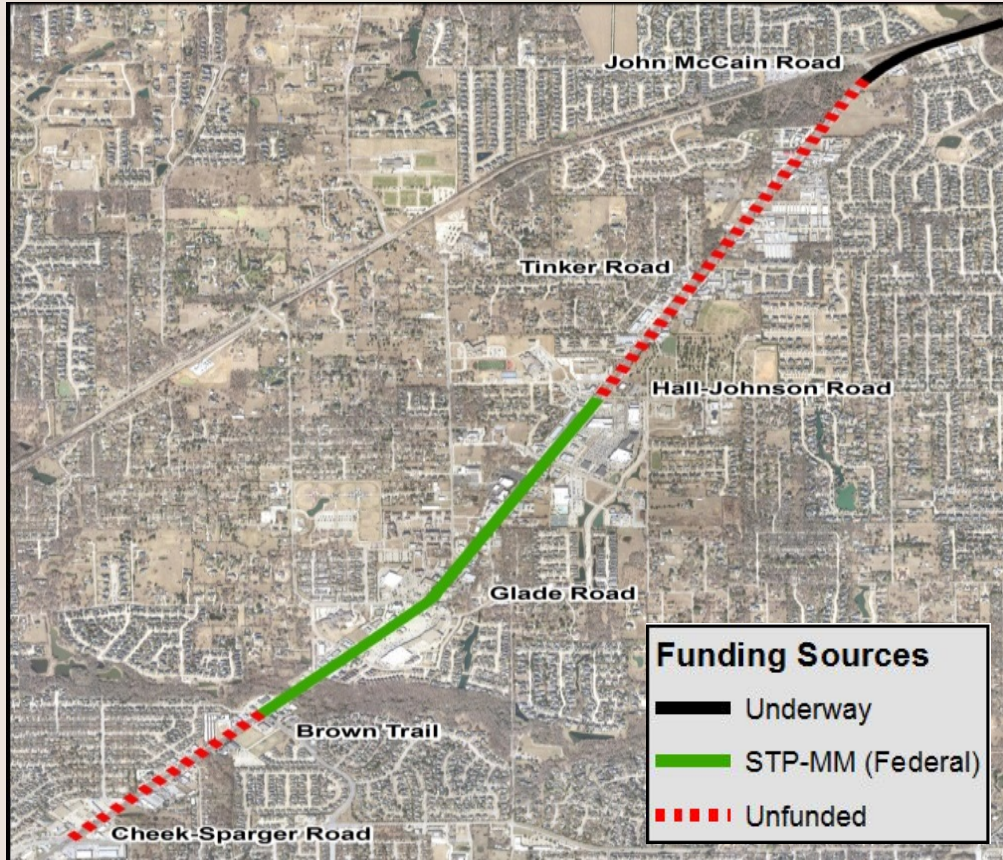
(Hall-Johnson Road to Brown Trail)

Phase II (Hall-Johnson Road to Brown Trail)



- The project limits for the next phase of construction for TxDOT SH26/Colleyville Boulevard was originally John McCain Road to Hall-Johnson Road
- Funded by allocated federal funds in the amount of \$10,926,115 and \$2,731,528 state match for a total funding amount of \$13,657,643

Phase II (Hall-Johnson Road to Brown Trail)



- Per the City's request, the next phase of construction for the TxDOT SH26/Colleyville Boulevard Project has been changed to the section between Hall-Johnson Road and Brown Trail
- The scope of the project was changed to initially construct two through lanes in each direction with intersections in their final configuration with allocated funding (federal and state funds in the amount of \$13,657,643)

Phase II (Hall-Johnson Road to Brown Trail)



Six Lane R.O.W. with Six Lanes



Six Lane R.O.W. with Four Lanes

Phase II

(Hall-Johnson Road to Brown Trail)



Currently in the design phase

- Monthly coordination conference calls
 - Hosted by NCTCOG
 - TxDOT
 - City staff
 - County
- Monthly utility relocation coordination meetings
 - Hosted by TxDOT
 - Franchise utilities
 - City staff
- The design of the project and utility relocation efforts remain on schedule to allow a December 2014 TxDOT bidding
 - construction is expected to begin in early 2015 and take approximately 24-36 months to complete

Phase II

(Hall-Johnson Road to Brown Trail)



Utility Relocations

- Oncor Electric is well underway with the relocation of their overhead power lines and utility poles
- City owned water and sewer relocations began on June 2, 2014
- All franchise utilities have indicated that they should be completed and should not delay the start of the next phase of construction



Phase II

(Hall-Johnson Road to Brown Trail)



Pedestrian Mobility

- The original scope of the project did **not** include a pedestrian element for the corridor unless one previously existed (sidewalks would be replaced if they existed prior to construction but no new sidewalks would be added)
- The City applied for a Transportation Enhancement Program Grant to enhance the corridor project and obtain an additional funding source. The City was awarded \$1,273,004 that requires a 20 percent local match (projected to be \$318,251) This grant applies to the section of the corridor between Hall-Johnson Road to Brown Trail only.
- Staff is working with TxDOT to have the pedestrian improvements, as well as the grant funding source, incorporated into this phase

Phase II

(Hall-Johnson Road to Brown Trail)



City actions to minimizing the impacts of construction for the community and the adjacent properties

- Dedicated project manger representing the community's interests
- Enhanced external and internal communications effort throughout the duration of the project and business support
- Monthly executive coordination meetings
 - TxDOT has committed to a monthly executive meeting to address issues during the construction phase of the project
 - Attendees include
 - City Manager
 - TxDOT Area Engineer
 - TxDOT District Engineer
 - Key Project Staff (contractor and City staff)

TxDOT SH26 / Colleyville Boulevard Phase III

(John McCain Road to Hall-Johnson Road)

Phase III

(John McCain Road to Hall-Johnson Road)



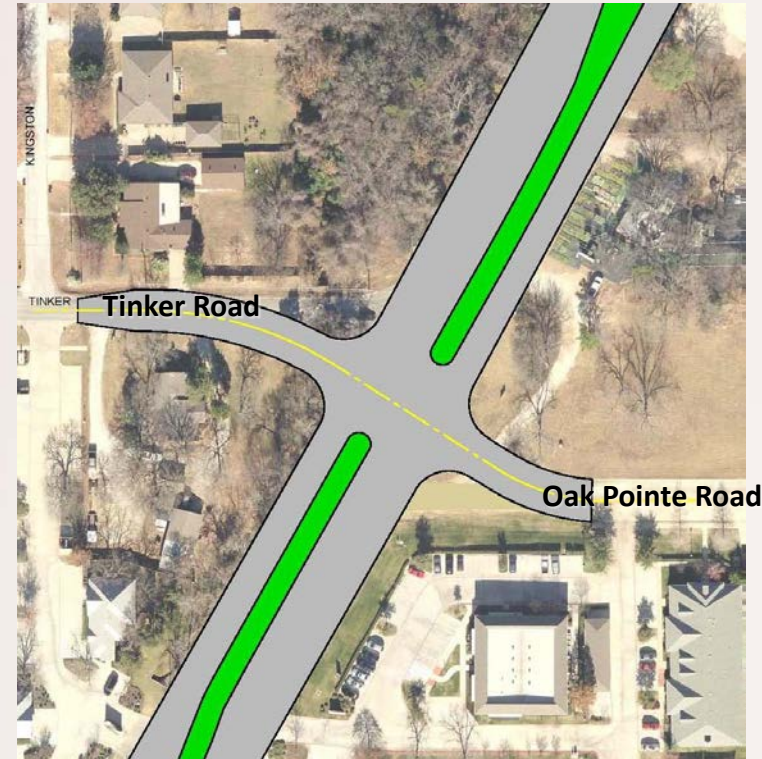
Project History

- This was originally the next section of roadway to be constructed with the allocated federal and state funding
- The funding has been shifted to the south, to the section between Hall-Johnson Road to Brown Trail, as a result of a formal request by the City of Colleyville on October 23, 2013, and approved by the Regional Transportation Council on April 10, 2014
- The scope of the project was also changed to initially construct two through lanes in each direction with intersections in their final configuration
- Franchise utilities are being relocated for this phase. All of the City-owned utility relocations have been completed for this section

Phase III (John McCain Road to Hall-Johnson Road)



- Estimated cost for this phase of the project is \$13,000,000 without any additional enhancements
- This section includes the Tinker Road intersection
- This section of the corridor currently has no identified dedicated funding with the exception of the committed Tarrant County funds
 - County commitment of \$1,000,000
 - NCTCOG funding is not available
 - TxDOT and federal funding is not available
 - TxDOT Pass-Through Financing remains an option



Phase III

(John McCain Road to Hall-Johnson Road)



Potential Funding Scenario

- Combination of available cash from TIF plus a debt issuance for the balance
 - \$3,000,000: available unallocated cash
 - \$1,000,000: Tarrant County commitment
 - \$9,400,000: debt issuance from the TIF
 - 13 year bonds at an estimated rate of 3.40%
 - Estimated total interest cost of \$3,263,740
- TxDOT reimbursement of construction costs
 - Pass-Through Financing Program
 - Up to 100 percent of construction cost reimbursement over 10 to 20 years (12 years is typical)
 - TIF cash flow would cover debt service payments in years 2015-2017
 - Reimbursements could cover debt service payments starting in 2018

TxDOT SH26 / Colleyville Boulevard Phase IV

(Brown Trail to southern City limits)

Phase IV

(Brown Trail to the southern City limits)



- Phase IV
 - The limits of this phase of construction is Brown Trail to the southern City limits
 - The utility relocations have not been started, and are not currently scheduled
 - No funding has been identified for this section of the corridor
 - This phase of construction is not currently scheduled to be reconstructed at this time

TxDOT SH26 / Colleyville Boulevard

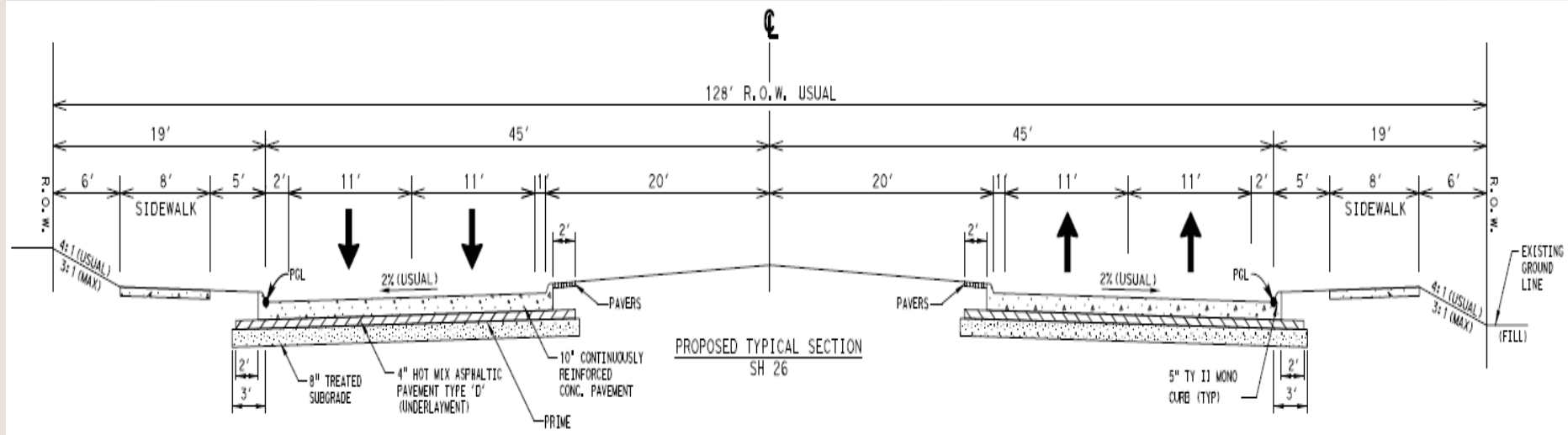
Defining “**Destination Colleyville**” as it relates to
Colleyville Boulevard

Destination Colleyville



Current TxDOT SH26/Colleyville Boulevard

Destination Colleyville



Proposed TxDOT SH26/Colleyville Boulevard
Cross Section

Destination Colleyville



Current TxDOT SH26/Colleyville Boulevard

Destination Colleyville



Artistic Rendering of the TxDOT Planned SH26/Colleyville Boulevard

Destination Colleyville



**Enhanced
Signal Poles**



**Enhanced
Landscaping**



**Stamped
Concrete
Crosswalks**



Sidewalks



**Street
Lighting**



**Wayfinding
Signage**



**Back Lit Street
Name Signs**

Destination Colleyville



Artistic Rendering of the TxDOT Planned SH26/Colleyville Boulevard

Destination Colleyville



This image/option includes the addition of sidewalks at an estimated cost of \$318,251* for Phase II, and \$650,000 for Phase III

*Reminder of the cost to be funded by the TEP grant

Destination Colleyville



This image/option includes the addition of basic median landscaping at an estimated cost of \$150,000 for Phase II, and \$100,000 for Phase III

Destination Colleyville



This image/option includes the addition of street lights at an estimated cost of \$120,000 for Phase II, and \$90,000 for Phase III

Destination Colleyville



This image/option includes the addition of enhanced landscaping within the median at an estimated cost of \$400,000 for Phase II, and \$250,000 for Phase III

Destination Colleyville



This image/option shows the addition of enhanced landscaping within both the median and the parkways

Destination Colleyville



This image/option includes the addition of wayfinding signage at an estimate cost of \$60,000 for Phase II, and \$20,000 for Phase III

Destination Colleyville



This image/option shows the addition of stamped and colored crosswalks at the intersections at an estimated cost of \$150,000 for Phase II, and \$25,000 for Phase III

Destination Colleyville



This image/option shows the addition of stamped and colored pavement at the intersections at an estimated cost of \$150,000 for Phase II, and \$25,000 for Phase III

Enhancement Summary



Project Enhancement	Phase II Estimated Cost	Phase III Estimated Cost	Total
Sidewalks	\$1,591,255 (\$1,273,004 grant funds and \$318,251 - 20% City match)	\$650,000	\$2,241,255 (\$1,273,004 grant funds and \$318,251 - 20% City match)
Street Lighting	\$120,000	\$90,000	\$210,000
Wayfinding Signage	\$60,000	\$20,000	\$80,000
Back Lit Street Name Signs	\$96,000	\$16,000	\$112,000
Stamped and Colored Crosswalks	\$150,000	\$25,000	\$175,000
Stamped and Colored Pavement	\$150,000	\$25,000	\$175,000
Black Powder Coated Signal Poles	\$60,000	\$10,000	\$70,000
<i>Less Grant Funding</i>	<i>-\$1,273,004</i>	<i>\$0</i>	<i>-\$1,273,004</i>
<i>Total City funding needed for the enhancements listed above</i>	<i>\$954,251</i>	<i>\$836,000</i>	<i>\$1,790,251</i>
Basic Median Landscaping*	\$150,000	\$100,000	\$250,000
Enhanced Landscaping*	\$400,000	\$250,000	\$650,000

*Green Ribbon Grant in the amount of \$400,000 will be applied for on July 11, 2014
(if the grant is awarded, the City will only be responsible for the cost of landscaping design)

Trees along TxDOT SH26



- Trees within the limits of the construction project are subject to removal
- Reasons for removal include
 - Located in the right-of-way
 - Installation of the new drainage system
 - Franchise utility relocations
- A tree survey has been performed by the City in order to identify and measure all existing trees in or within 10' of the TxDOT rights-of-way
- Staff is consistently working with the franchise utilities and TxDOT to minimize the impacts to the existing trees that are along the TxDOT SH26 corridor

Direction Needed



- ***What enhancements is the City willing to fund with the next phases of the road project?***
 - enhancements should be included in the original plans to take advantage of the competitive bidding process in order to avoid the additional expense of performing them as a change order or as a stand alone project
- ***Does the City wish to pursue Phase III construction concurrent with the Phase II construction that will be let in December of 2014?***
- ***How does the City want to define the concept of “Destination Colleyville”?***

Questions and Comments



City of Colleyville Colleyville City Council Worksession Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number	Agenda Date 06/30/2014	Number
Type Executive Session		
Department City Secretary		

Title

Section 551.087 – Economic Development - Discuss or deliberate regarding commercial or financial information that the City has received from business prospects that the City seeks to have locate, stay, or expand in the City and with which the City is conducting economic development negotiations; deliberate the offer of a financial or other incentive to a business prospect

Explanation

Attachments