City of Colleyville
City Council
Worksession Agenda

City Hall
100 Main Street
Colleyville, Texas 76034
817.503.1000
www.colleyville.com

Wednesday, August 24, 2016
5:00 p.m.

Executive Conference Room
Third Floor - City Hall

1. CALL TO ORDER

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

Section 551.072 - Real Estate - Deliberate the purchase, exchange, lease, or value of real property for City facilities

RESUME WORKSESSION - 6:00 P.M.

3. PRESENTATION AND DISCUSSION

3a Presentation and discussion of the Glade Road Project

4. ADJOURNMENT

I hereby certify this agenda was posted on City Hall bulletin boards Friday, August 19, 2016, by 5:00 p.m.

Amy Shelley, TRMC
City Secretary

A quorum of any Colleyville board, commission, or committee may be present at this meeting.

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
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Agenda Number 3a **Agenda Date** 08/24/2016
Type Presentation and Discussion
Department Public Works

Title
Presentation and discussion of the Glade Road Project

Strategy Map Connection
B4- Cultivate a culture of transparency and consistent communication

Explanation
Staff will present an update on the status of the Glade Road Project. The presentation will cover the current status of all phases of the corridor project and provide an opportunity to discuss each phase of the corridor. The presentation will include:

- Project History
- Review of Traffic Counts
- Phase 1 overview of the current plans:
    - Bransford Road Intersection
    - Bedford Road Intersection
    - Riverwalk Drive intersection
    - Bluebonnet Drive intersection
    - Overview of the proposed retaining walls
    - Proposed traffic control plan
    - Complete plans overview

- Phase 2 overview
- Phase 3 overview
- Phase 4 overview
- Project Schedules
- Interim Maintenance

The last update presented on the Glade Road Phase 1 Project was presented to the City Council during the April 19, 2016, Pre Council Meeting and the presentation is attached for reference. That presentation covered several topics regarding the Glade Road Phase 1 Project. During that presentation, and previous discussions, the City Council provided clear direction to the design consultant to identify ways to continue to minimize the impacts of the project on the adjacent property owners. City staff and the design consultant have continued to evaluate the design and the associated impacts on a parcel by parcel basis. The design consultant has made revisions to the design of Phase 1 to

lessen the respective impacts. The table below summarizes some of the adjustments that have been made to the plans as a result of this continued effort.

	60% Design	90% Design	Updated 90%
Estimated right-of-way parcels (Total Square Footage)	14 (29,000)	11 (19,800)	9 (18,750)
Estimated Sidewalk Easements (Total Square Footage)	18 (14,900)	11 (10,000)	13 (13,940)
Estimated Drainage Easements (Total Square Footage)	1 (575)	0 (0)	0 (0)
Estimated Temporary Construction Easements (Total Square Footage)	48 (47,900)	29 (26,200)	19 (22,030)
Total Estimated Transactions	81	51	41
Total Affected Parcels	48	33	32

The presentation will include updates on Phases 2, 3, and 4. While the design process has been initiated, it has not been completed therefore all of the details of these phases are not currently available but there is sufficient information available to discuss the future project phases and the impacts of the proposed improvements. The table below summarizes the acquisitions that are currently estimated to be necessary for the proposed improvements that are currently included in the scope of the future project phases.

	Phase 2	Phase 3	Phase 4
Estimated right-of-way parcels (Total Square Footage)	6 (29,515)	1 (13,090)	2 (7,935)
Estimated Sidewalk Easements (Total Square Footage)	3 (3,080)	5 (12,500)	2 (1,640)
Estimated Temporary Construction Easements (Total Square Footage)	27 (17,590)	9 (9,750)	25 (34,605)
Total Estimated Transactions	36	15	29
Total Affected Parcels	30	13	26

The design engineer will be prepared to discuss the impacts of adjusting the scopes of Phase 2, 3, and 4 to include ribbon curb and the reduction or removal of the pedestrian elements. These possible scope changes would have an effect on the cost of construction, the duration of construction, the need of additional rights-of-way, and the timing of which funding would be available for the project. For a general comparison of the cost differences associated with various maintenance techniques and reconstruction, the comparison chart that was presented during the July 25, 2016 Capital Improvements Program Worksession is attached for reference.

Attachments

1. August 24, 2016 Glade Road Presentation
2. April 19, 2016 Presentation
3. Glade Road Phase 1 Exhibit
4. Glade Road Phase 2 Exhibit
5. Glade Road Phase 3 Exhibit
6. Glade Road Phase 4 Exhibit
7. Street Cost Comparison Chart - July 25, 2016

Glade Road
Project Update

August 24, 2016
Worksession

Scope of Worksession

Objective Statement – To provide the City Council with an update on the status of the Glade Road Project and provide an opportunity to discuss each phase of the corridor

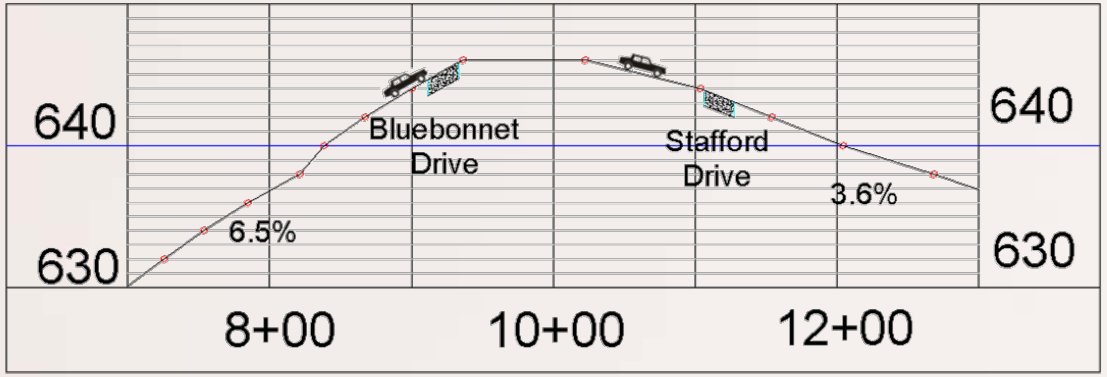
- **Project History**
- **Review of Traffic Counts**
- **Phase 1 overview:**
  - Bransford Road intersection
  - Bedford Road intersection
  - Riverwalk Drive intersection
  - Bluebonnet Drive intersection
  - Overview of the proposed retaining walls
  - Proposed traffic control plan
  - Complete overview
- **Phase 2 overview**
- **Phase 3 overview**
- **Phase 4 overview**
- **Project Schedules**
- **Interim Maintenance**

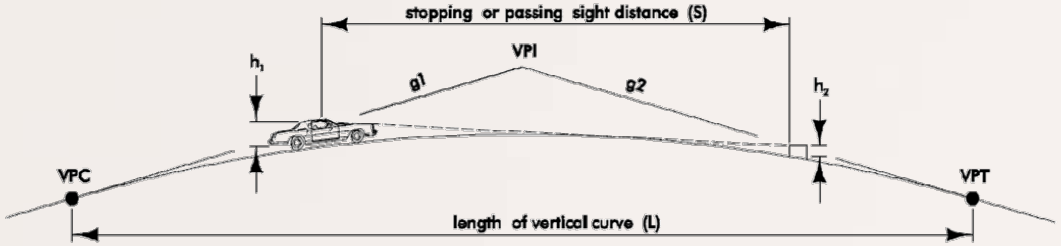
Project History

<u>October 5, 2011</u>

Pre Council presentation on the Glade Road and Bluebonnet Road intersection

150’ east of eastbound stop sign





Project History

July 2, 2012 – Preliminary engineering study authorized for Glade Road from Heritage Avenue to SH26 (Colleyville Boulevard)

November 20, 2012 – Results of preliminary engineering study presented to City Council

February 19, 2013 – Engineering services agreement approved for concept design from Heritage Avenue to west city limits

May 7, 2013 – Preview of the public meeting presentation delivered to City Council during a Pre Council session

May 23, 2013 – Initial public input meeting

November 5, 2013 – Council updated on the status of the project and feedback received at initial Public Input Meeting

November 18, 2013 – Second Public Input Meeting (Concept Designs Presented)

March 3, 2014 – Recommended design presented to City Council

Project History

April 16, 2014 – Council Worksession to review recommended design

June 17, 2014 – Pre Council discussion to review recommended design

June 30, 2014 – Council Worksession to discuss the project. Council provided direction to proceed with the final design of the section between Bransford Road and Manning Drive

July 15, 2014 – Approval of a final design contract for the section between Bransford Road and Manning Drive

August 6, 2014 – Council Worksession to review the Glade Road Corridor

October 3, 2014 –Acquisition of 1209 Glade Road (right-of-way necessary for the roundabout at the Riverwalk Intersection)

October 6, 2014 – Petition to limit scope of the Glade Road Project submitted to the City of Colleyville

Project History

October 21, 2014 – Pre Council discussion and project design placed on hold

June 2, 2015 – Pre Council discussion and project was released to proceed with the design

July 28, 2015 – Pre Council discussion and Phase 1 Update

October 20, 2015 – Pre Council discussion and Phase 1 60% Update and CIP phasing discussion

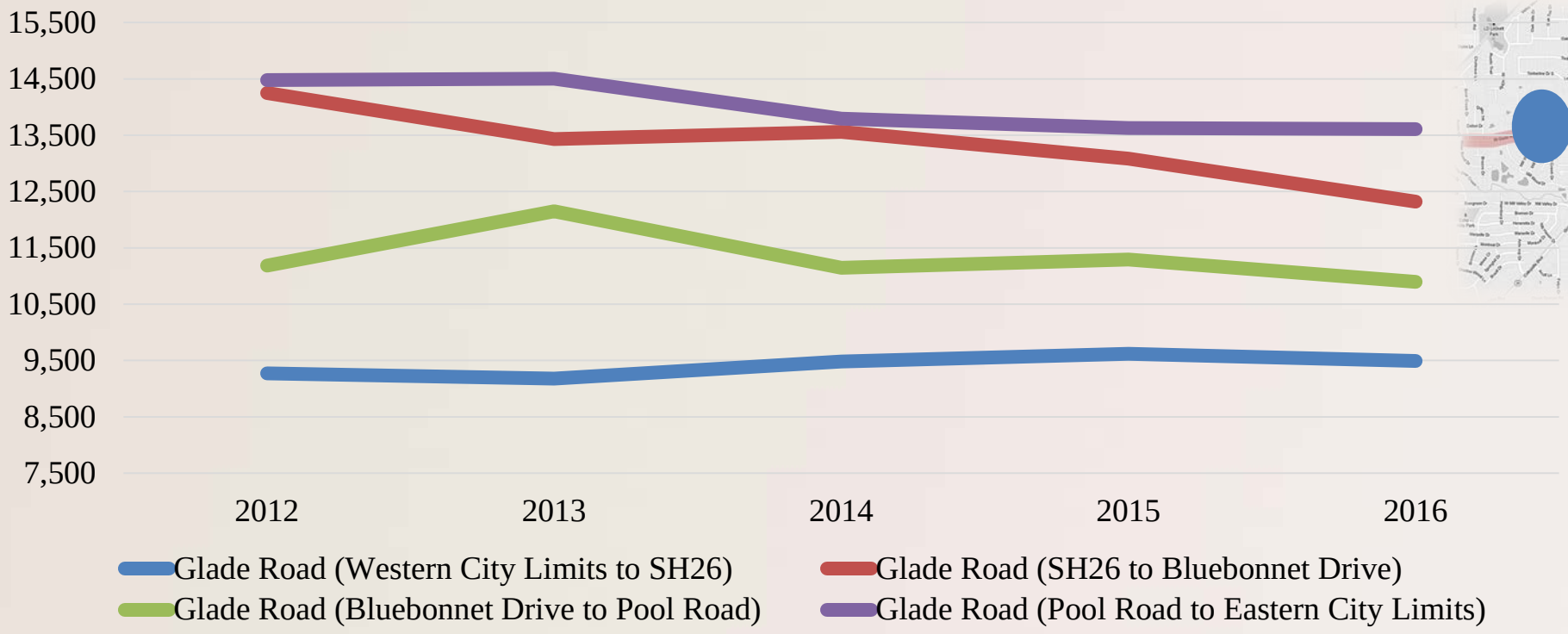
December 15, 2015 – Pre Council discussion on Phase 1, specifically on the roundabout at Bransford Road and Glade Road

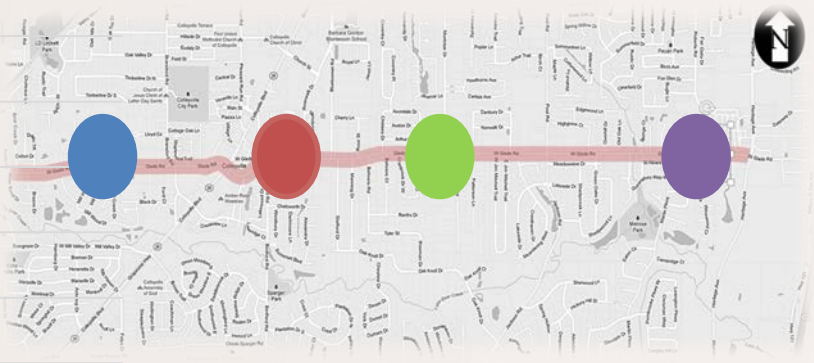
April 19, 2016 - Pre Council discussion on Phase 1, specifically on 90% exhibit and the tree conservation and mitigation efforts

May 3, 2016 - Approval of the right-of-way acquisition services contract

Traffic Counts

Glade Road Traffic Volumes

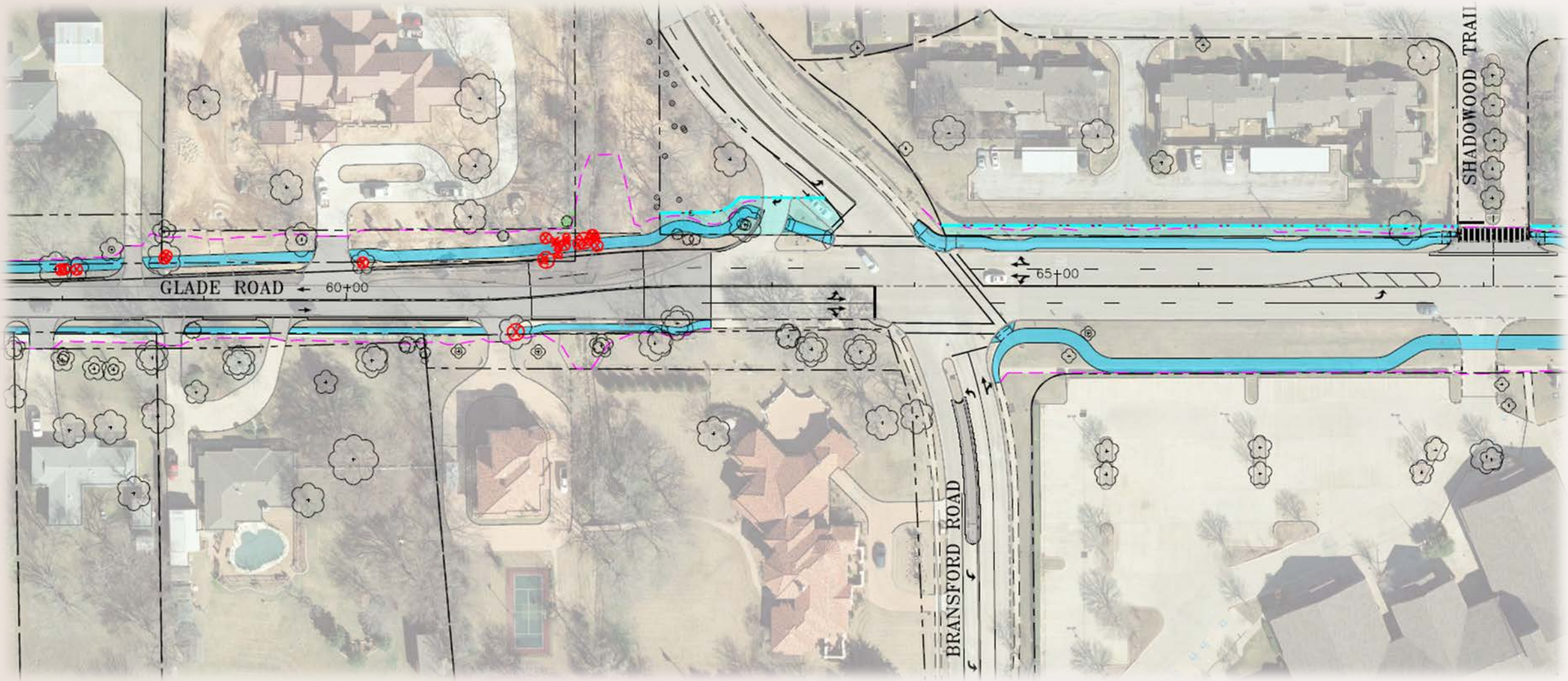




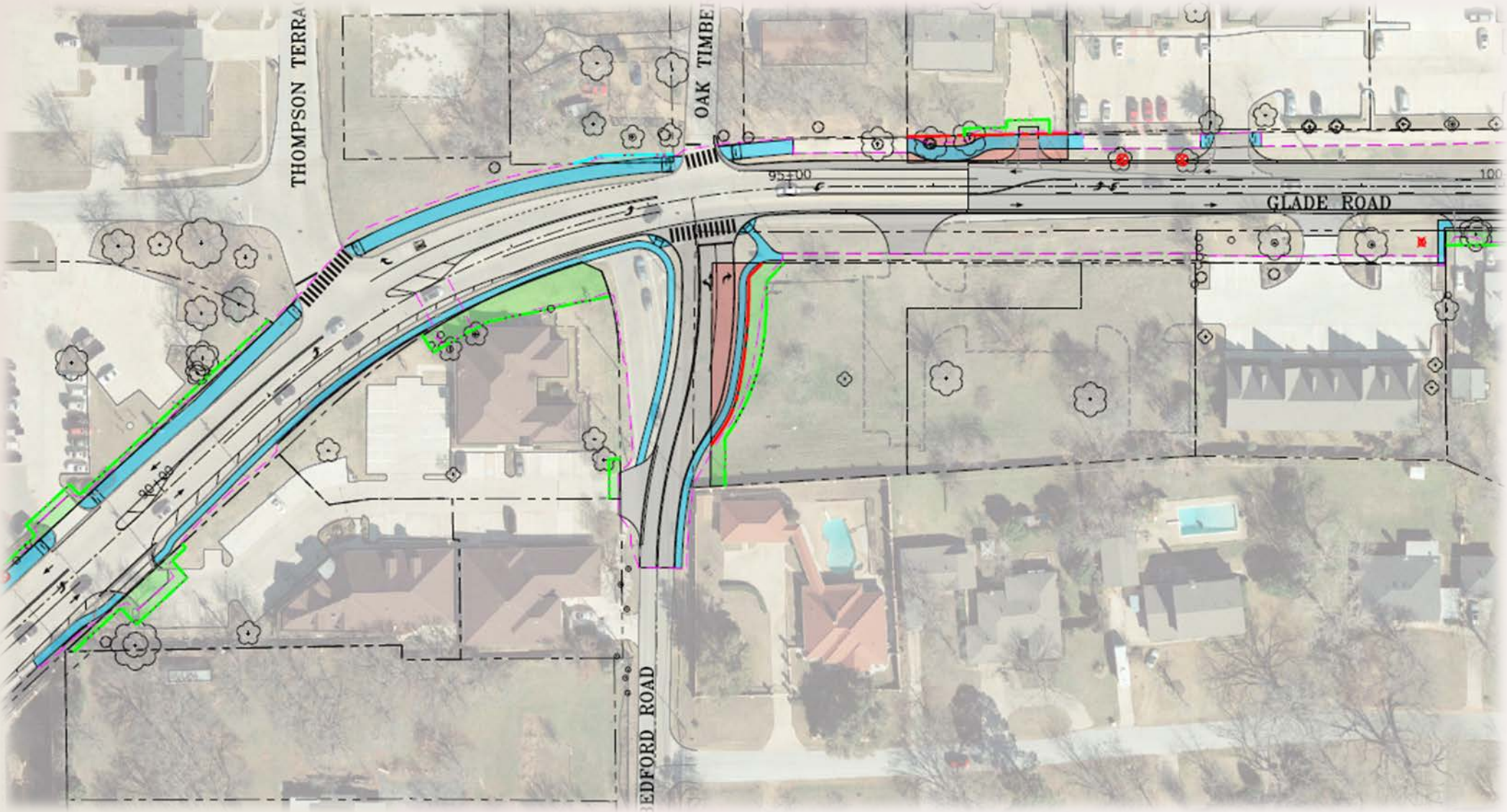
	2012	2013	2014	2015	2016
Glade Road (Western City Limits to SH26)	9,274	9,177	9,480	9,618	9,490
Glade Road (SH26 to Bluebonnet Drive)	14,250	13,433	13,557	13,085	12,322
Glade Road (Bluebonnet Drive to Pool Road)	11,183	12,147	11,144	11,293	10,895
Glade Road (Pool Road to Eastern City Limits)	14,478	14,501	13,796	13,625	13,610

Phases of Glade Road Corridor

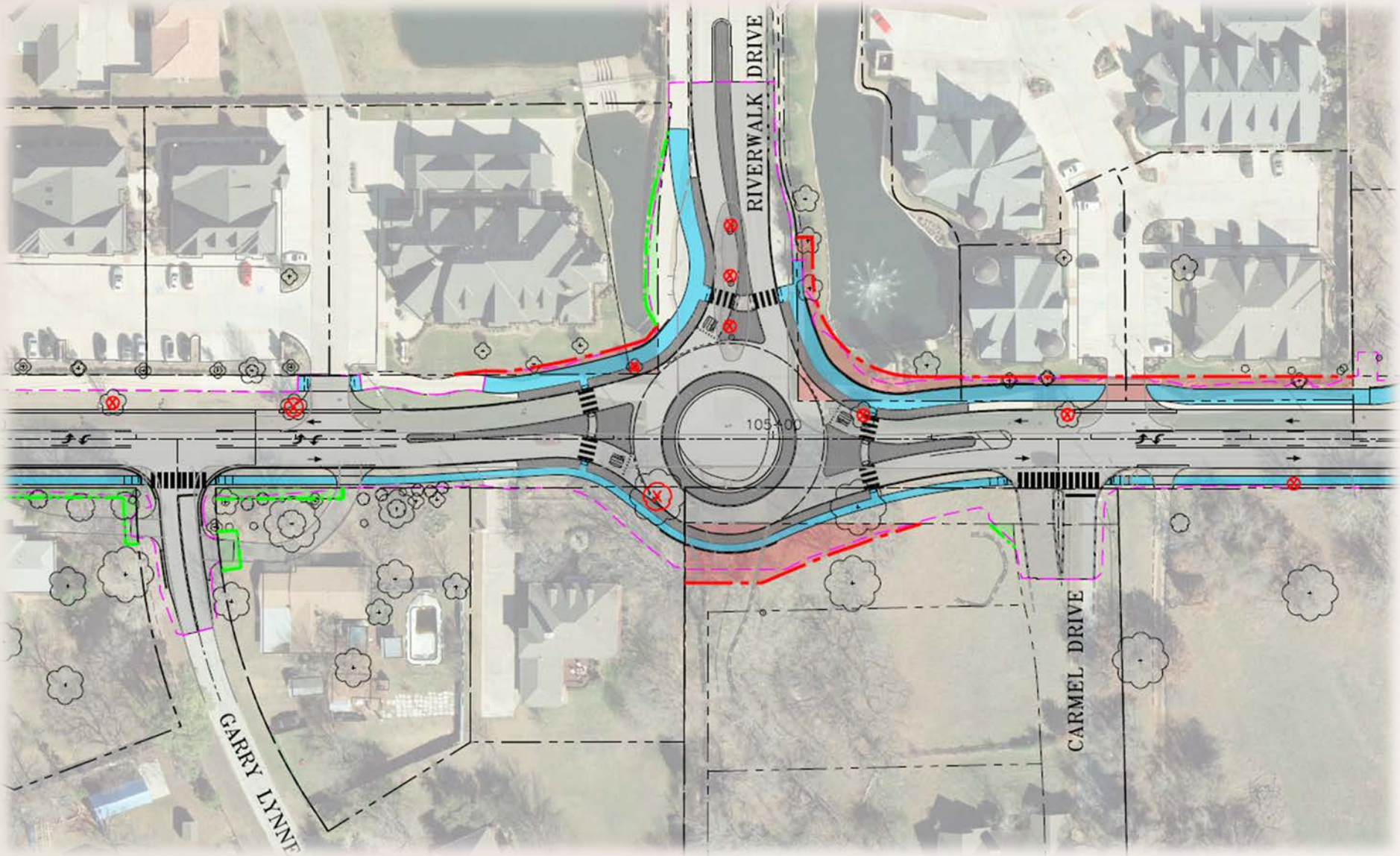
Phase 1 *(Bransford Road Intersection)*



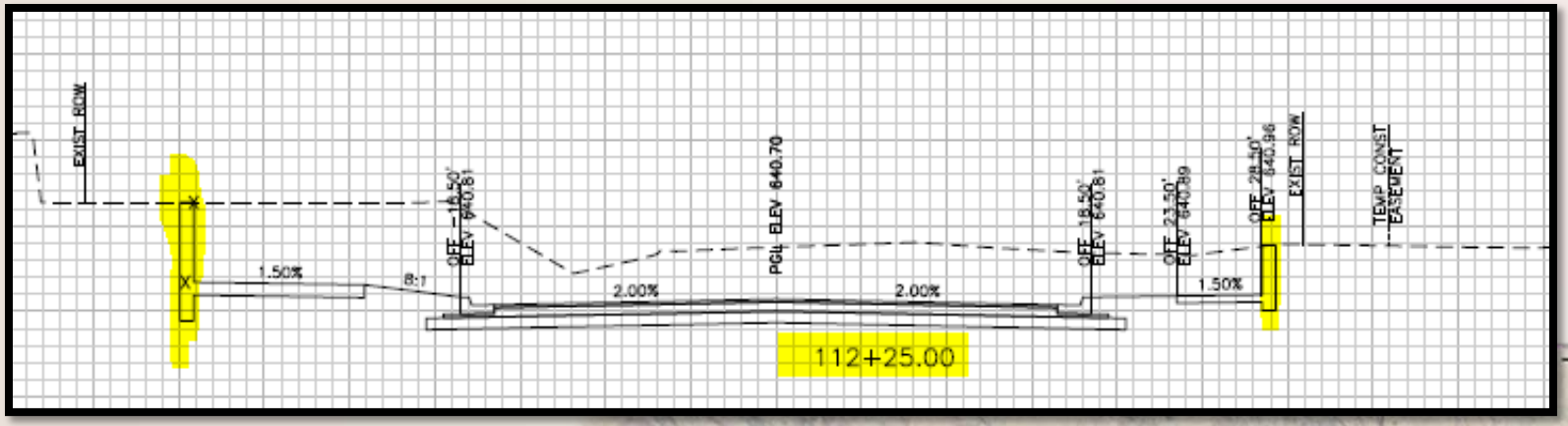
Phase 1 *(Bedford Road Intersection)*

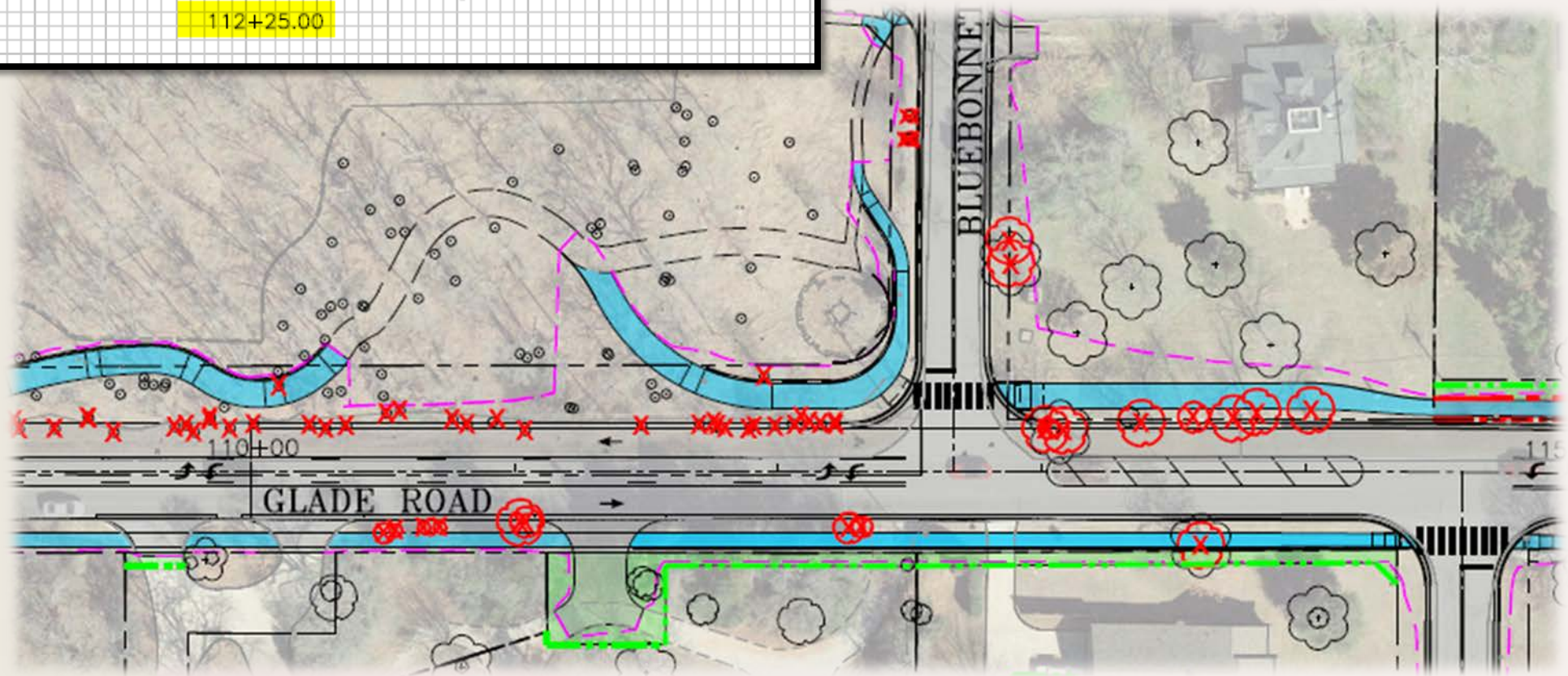


Phase 1 *(Riverwalk Roundabout)*

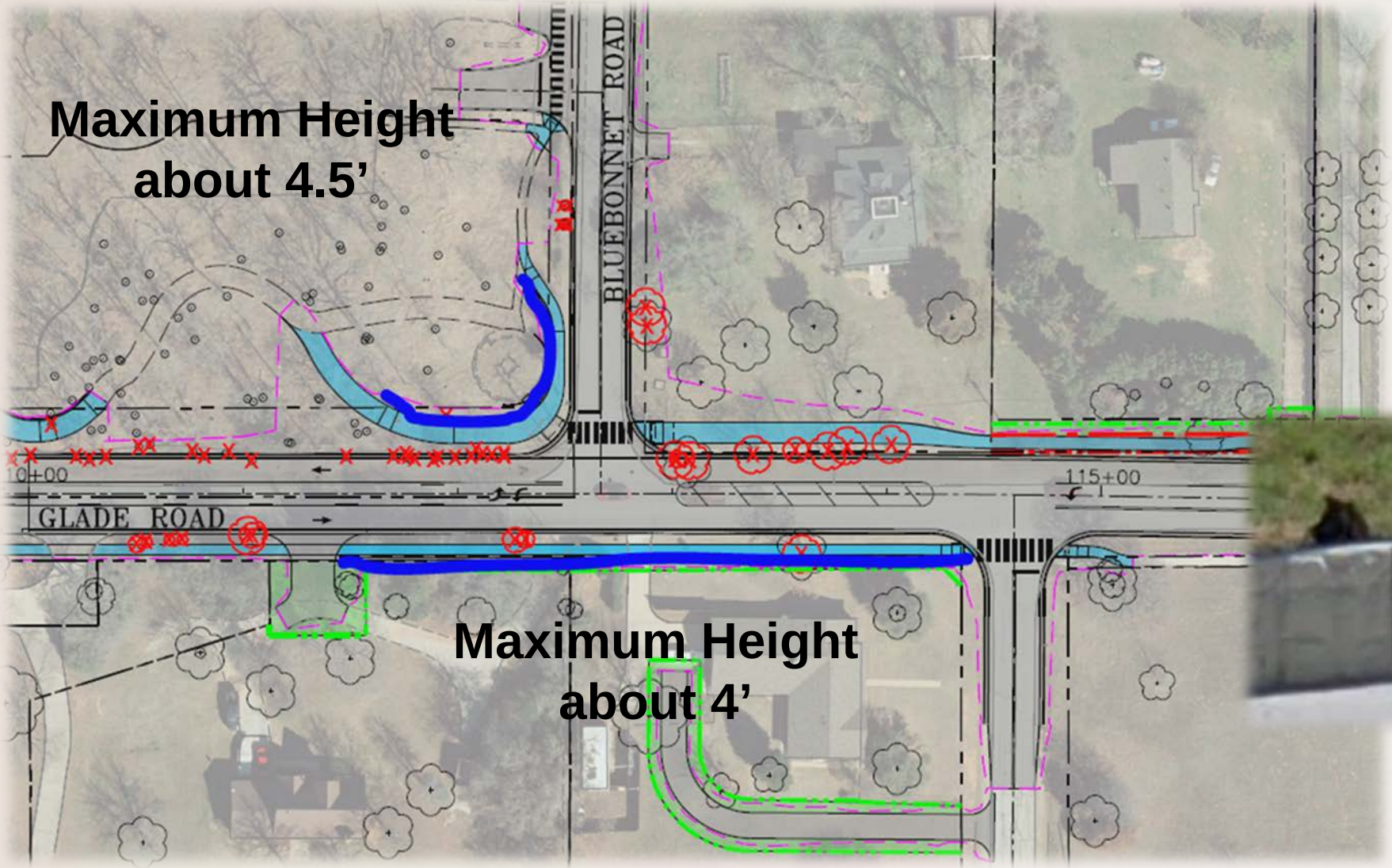


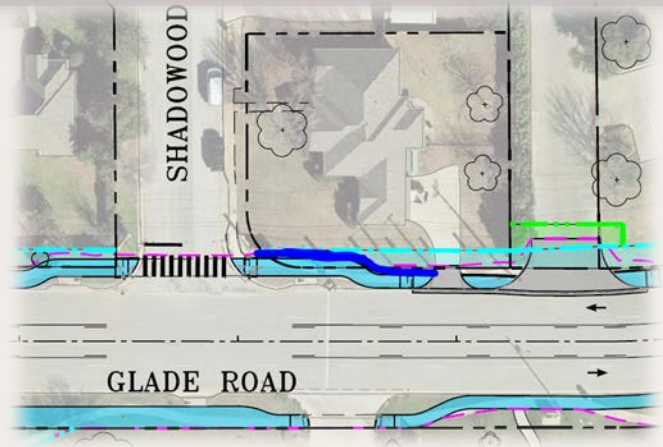
Phase 1 *(Bluebonnet Drive Intersection)*





Phase 1 *(Retaining Walls)*





Maximum Height
about 20”

= Proposed
Retaining Wall

Phase 1 *(Possible Traffic Control Plan)*

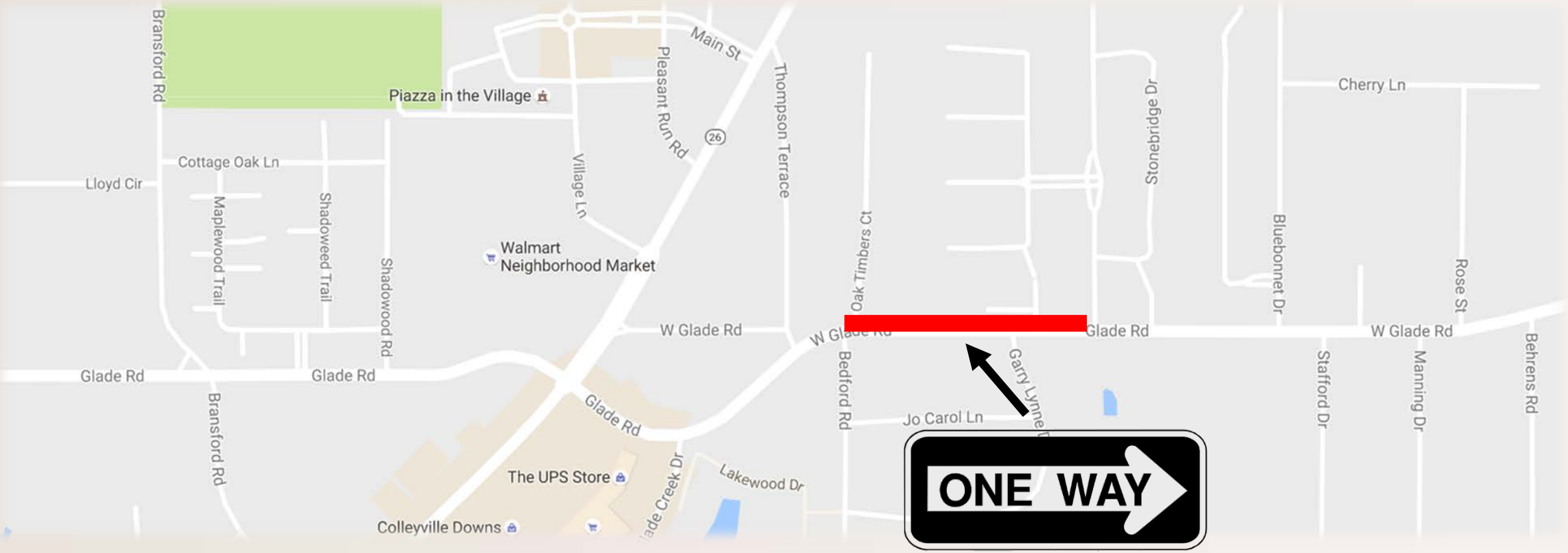
Stage 0

Phase 1 *(Possible Traffic Control Plan)*

Stage 1

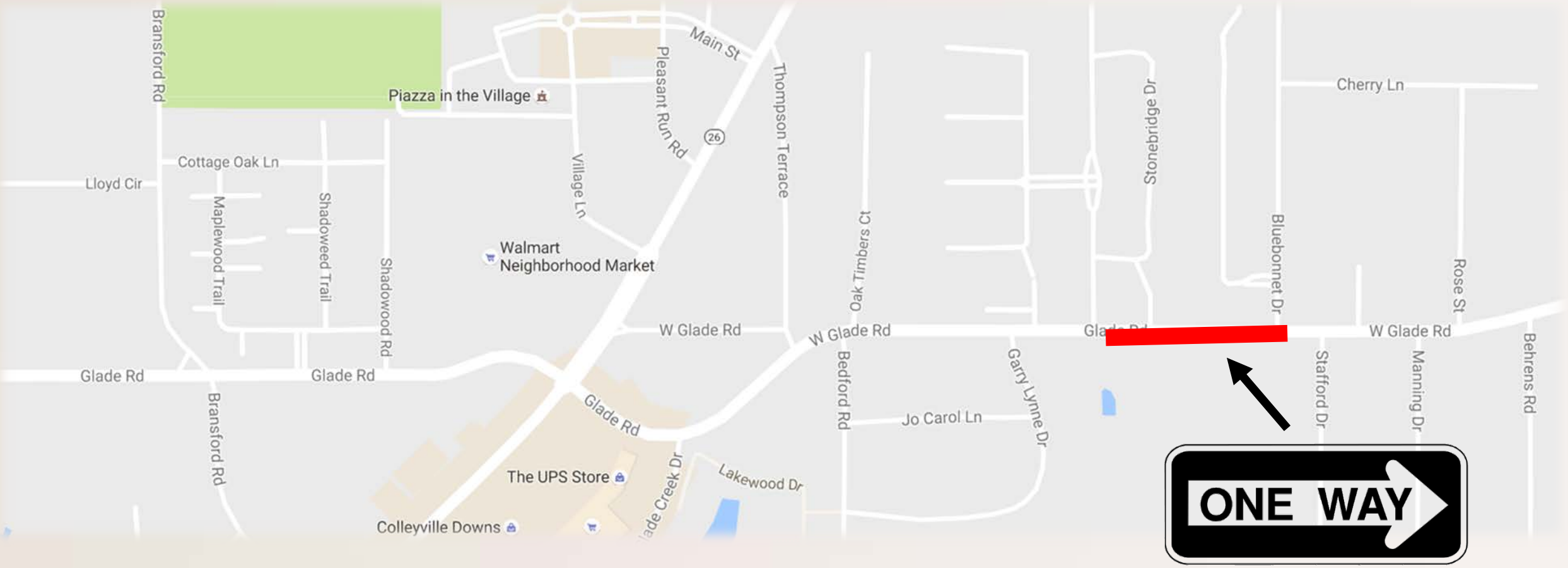
Phase 1 *(Possible Traffic Control Plan)*

Stage 2



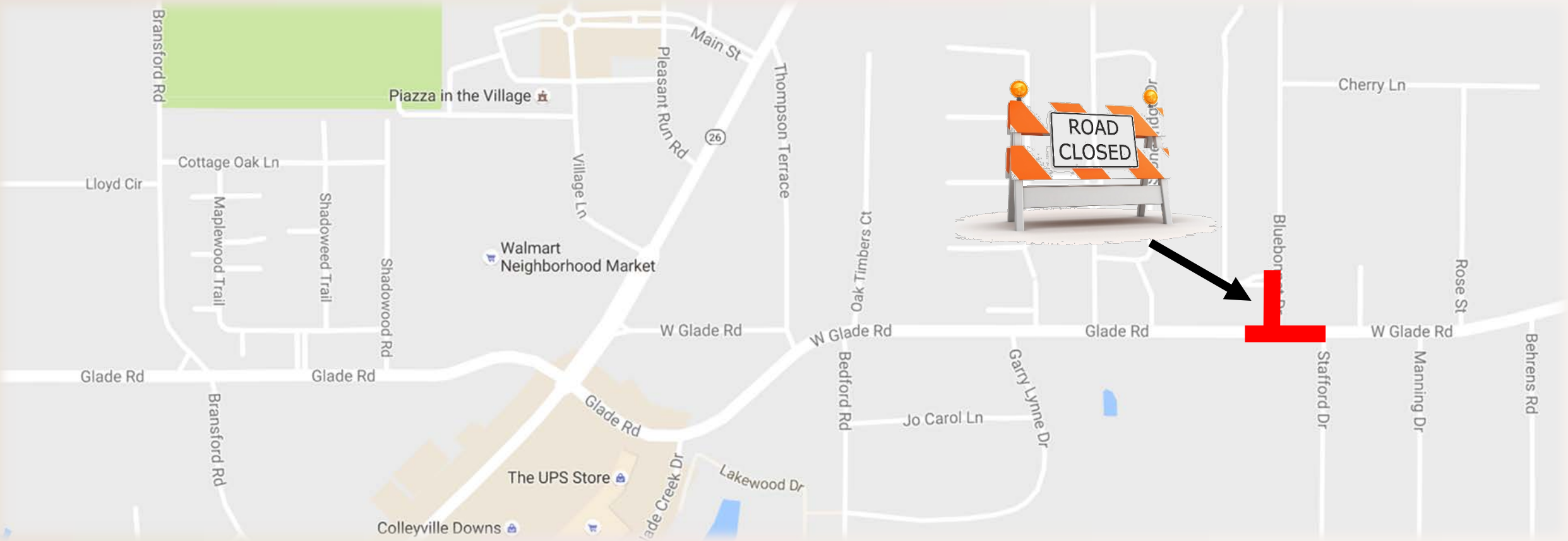
Phase 1 *(Possible Traffic Control Plan)*

Stage 3



Phase 1 *(Possible Traffic Control Plan)*

Stage 4

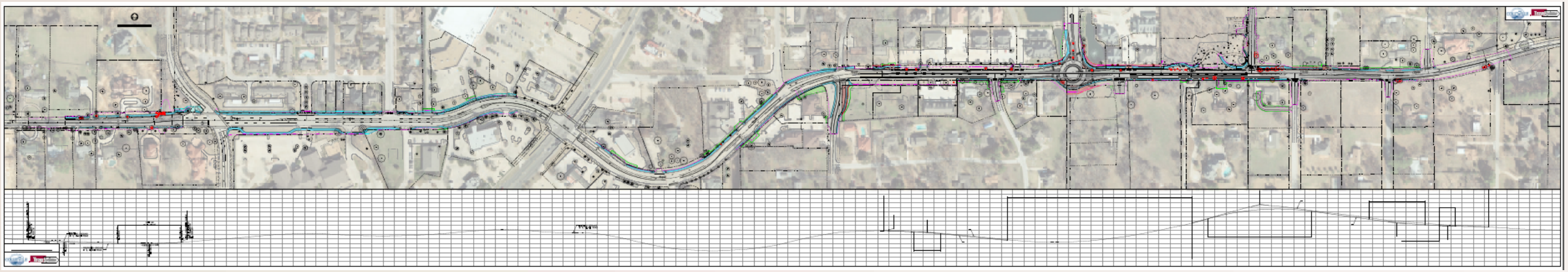


Phase 1 *(Possible Traffic Control Plan)*

Stage 5

Phase 1

The design consultant will walk through the design of Glade Road Phase 1



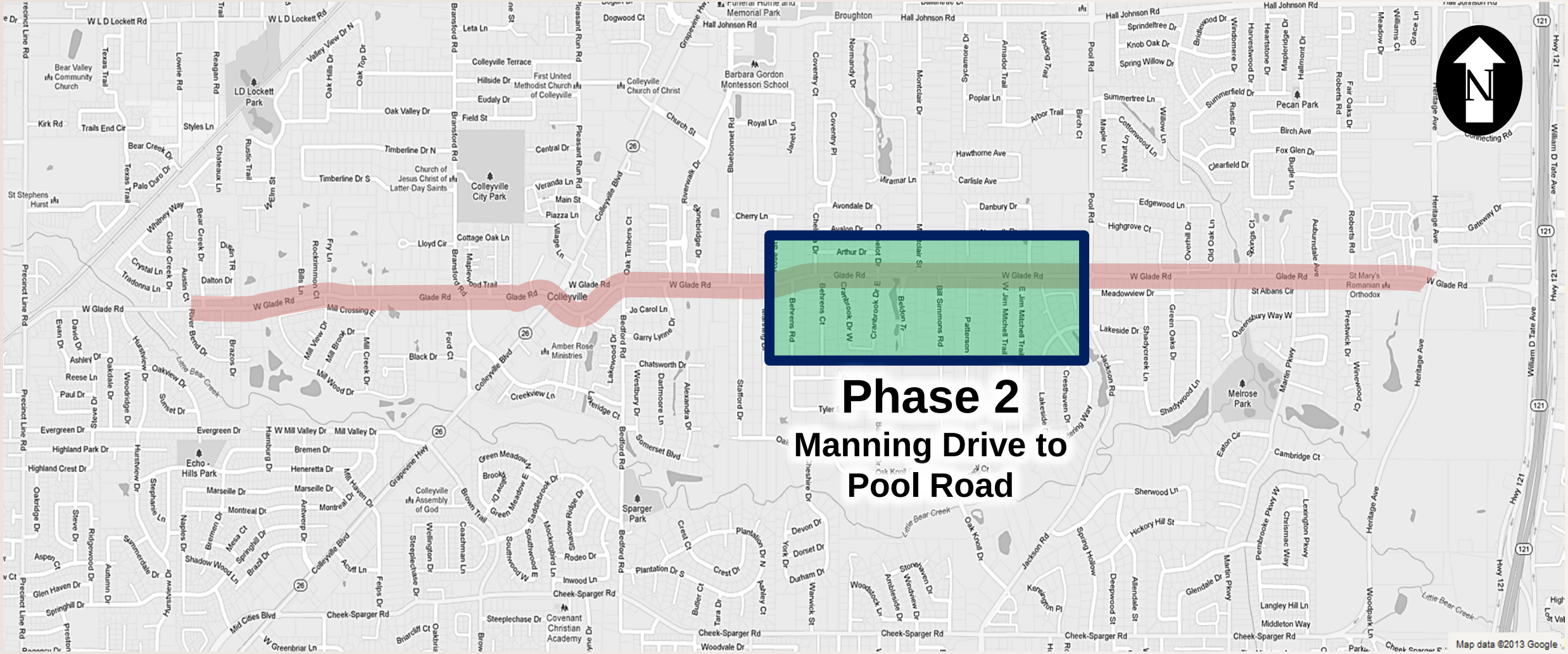
Phase 1 (Bransford Road to Manning Drive)

Bransford Road to Manning Drive

Scope Includes – New through lane at Bransford Road, a roundabout at Riverwalk Drive, realignment of Bedford Road, lowering of Glade Road at Bluebonnet to remove the stop signs and a 10' trail on the north side and 5' sidewalk on the south side.

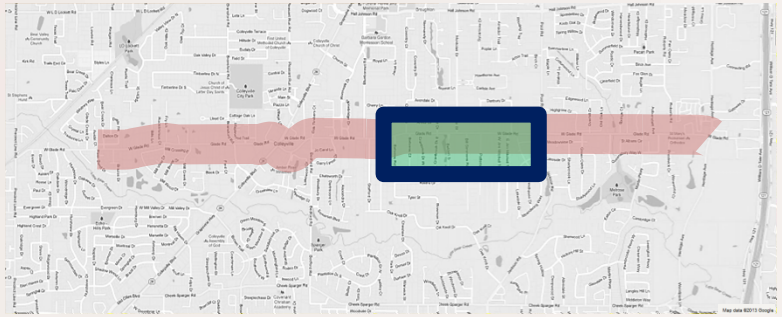
Final design cost	**$664,365**
Estimated construction cost	**$4,124,615**
Estimated right-of-way parcels	**9**
Estimated sidewalk easements	**13**
Estimated temporary construction easements	**19**
Estimated number of affected parcels	**32**
Estimated construction duration	**13 Months**

Phase 2 (Manning Drive to Pool Road)



Phase 2 (Manning Drive to Pool Road)

Glade Road from Manning Drive to Pool Road, key components include:

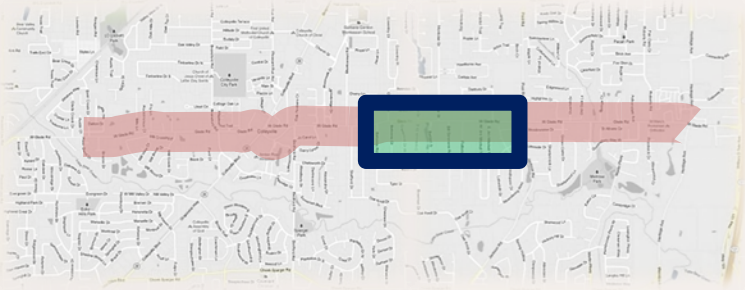


- Engineered drainage system designed to accommodate a 100 year storm using concrete curbs and gutters
- A center turn lane between Behrens Road and Chelsea Drive
- Two lane section for the majority of the section between Chelsea Drive and Camelot Drive to reduce right-of-way impacts
- Eastbound dedicated left turn lane for Camelot Drive
- Center turnlane for the section between Camelot Drive to Montclair Drive
- Two lane section from Montclair Drive to Jim Mitchell Trail West
- Westbound dedicated left turn lane for Jim Mitchell Trail West
- Center turn lane between Jim Mitchell Trail East and Summerbrook Drive
- Eastbound dedicated left turn lane for the Senior Center
- 5’ sidewalk on the south side
- 10’ trail on the north side
- Street lighting at intersections

Phase 2 (Design Parameters)

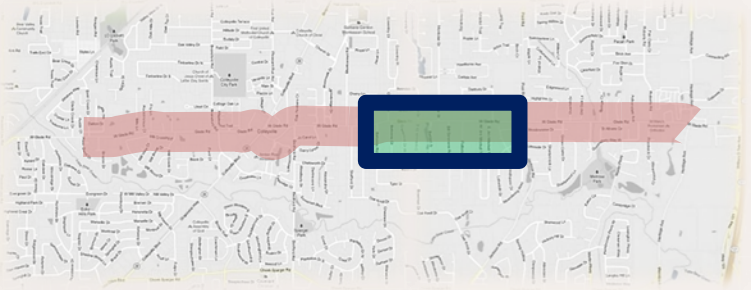
Design parameters to include the following:

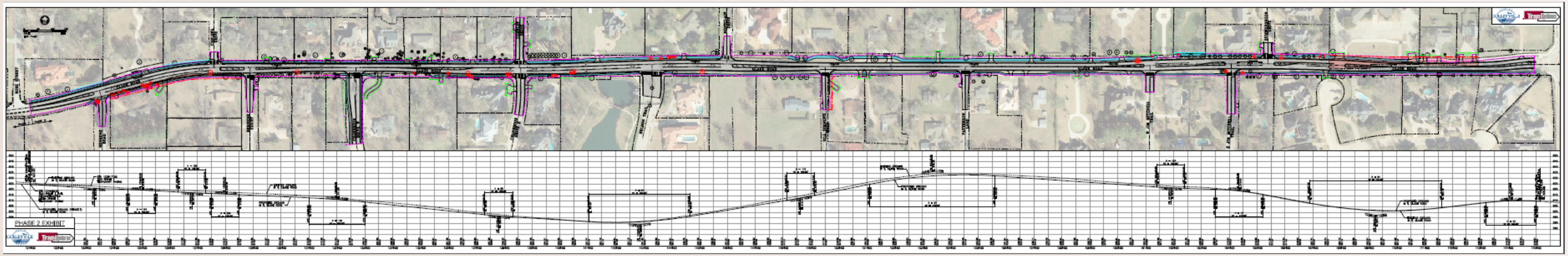
- **Roadway Section**
  - Two lane roadway with left turn lanes at:
    - Continuous from Behrens Road to Chelsea Drive, Camelot Drive to Montclair Drive, Jim Mitchell Trail East to Summerbrook Drive.
    - Glade Road westbound left turn lanes; Jim Mitchell Trail West and East Cranbrook Drive
    - Glade Road eastbound left turn lanes; Camelot Drive, Senior Center
- **Pedestrian Improvements**
  - 10 foot trail on the north side of the roadway
  - If needed - reduce trail width, minimum of 6 foot, to limit the various impacts (right-of-ways, trees, etc.)
  - Consider constructing the trail adjacent to the back of curb to reduce the possible various impacts (right-of-ways, trees, etc.)
  - 5 foot sidewalk on the south side of the roadway
- **Lighting**
  - Street lighting will be included at the intersections
- **Storm Drainage**
  - Curb and gutter storm drainage
  - Utilize existing curb and gutter on south side of Glade Road (approximately 18%), where feasible



Phase 2 (Design Update)

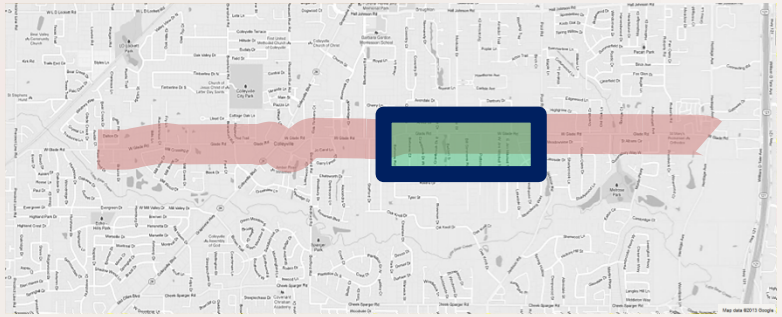
- The design consultant will walk through the design of Glade Road Phase 2





Phase 2 (Manning Drive to Pool Road)

Manning Drive to Pool Road

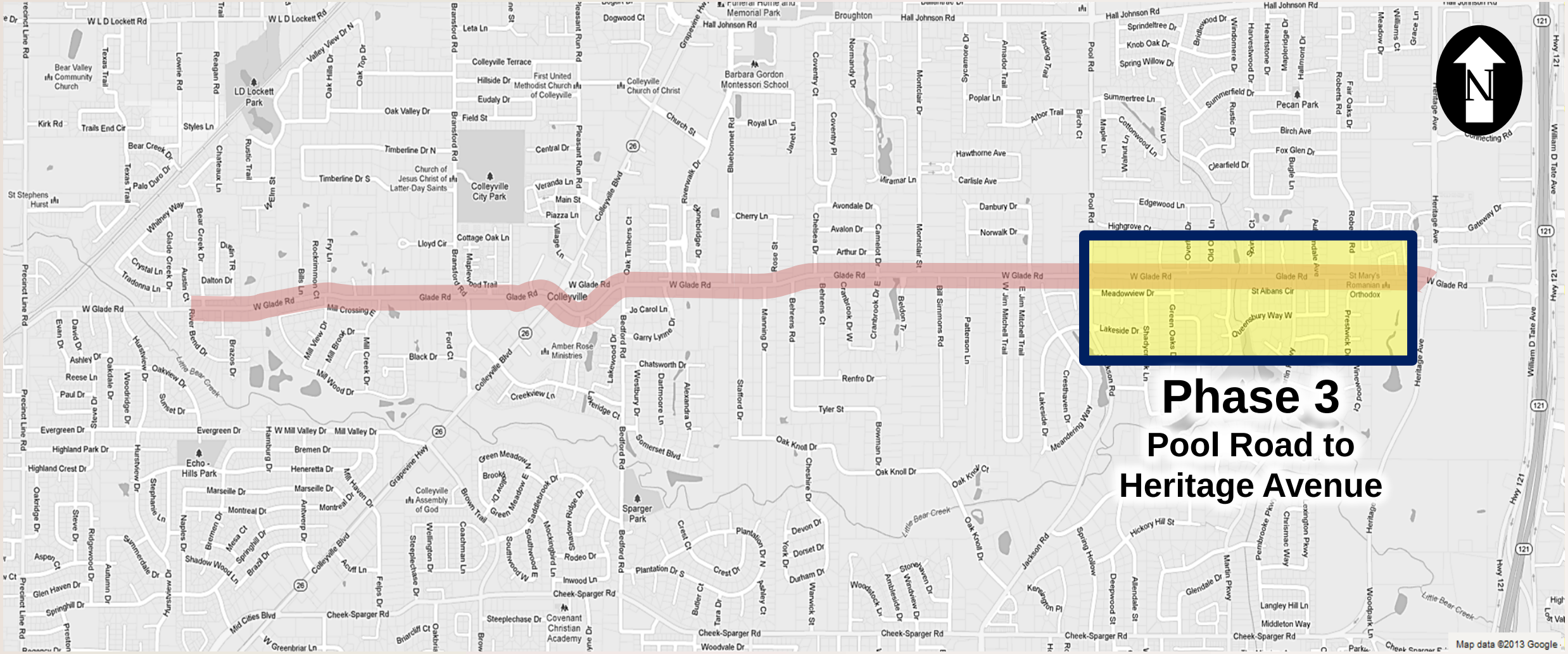


Scope Includes - All new pavement with left turn lanes where warranted and standard curb and gutters. A 10’ trail on the north side and 5’ sidewalk on the south side.

Final design cost	**$576,224**
Estimated construction cost	**$5,484,000***
Estimated right-of-way parcels	**6**
Estimated sidewalk easements	**3**
Estimated temporary construction easements	**27**
Estimated number of affected parcels	**30**
Estimated construction duration	**16 Months**

Based on preliminary design

Phase 3 (Pool Road to Heritage Avenue)



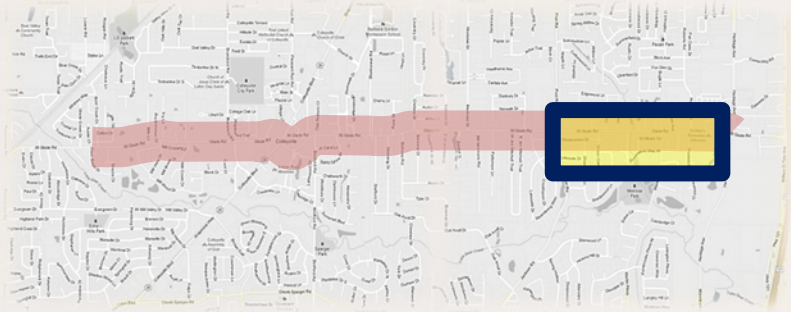
Phase 3 (Pool Road to Heritage Avenue)

Glade Road from Pool Road to Heritage Avenue, key components include:

- Addition of a westbound lane from Heritage Avenue to Roberts Road
- Add a southbound right turn lane on Roberts Road
- 5’ sidewalk on the south side
- 10’ trail on the north side
- Street lighting at intersections
- Standard curb and gutter

Phase 3 (Design Parameters)

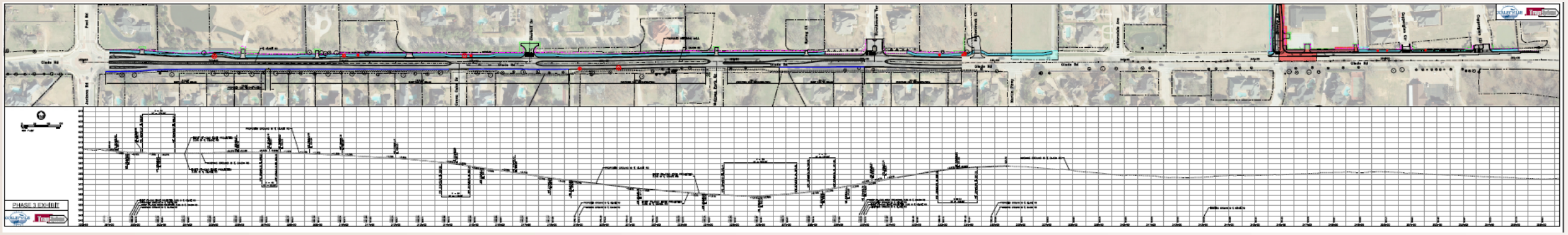
Design parameters to include the following:



- **Roadway Section**
  - From Pool Road to Strathmore Terrace will be two lanes with raised, curbed medians and left turn lanes
  - From Roberts Road to Heritage Avenue, westbound lane to be added
  - Intersection of Glade Road and Prestwick Drive/Roberts Road to be adjusted to increase sight distances
  - Left turn lanes at:
    - Glade Road westbound; Green Oaks Drive and Melrose Park Drive
    - Glade Road eastbound; Overhill Drive and Strathmore Terrace
  - A southbound right turn lane to be added to Roberts Road
- **Pedestrian Improvements**
  - 10 foot trail on the north side of the roadway
  - If needed - reduce trail width, minimum of 6 foot, to limit the various impacts (right-of-ways, trees, etc.)
  - 5 foot sidewalk on the south side of the roadway
- **Lighting**
  - Street lighting will be included at the intersections
- **Storm Drainage**
  - Curb and gutter storm drainage
  - Utilize existing curb and gutter on south side of Glade Road (approximately 90%), where feasible

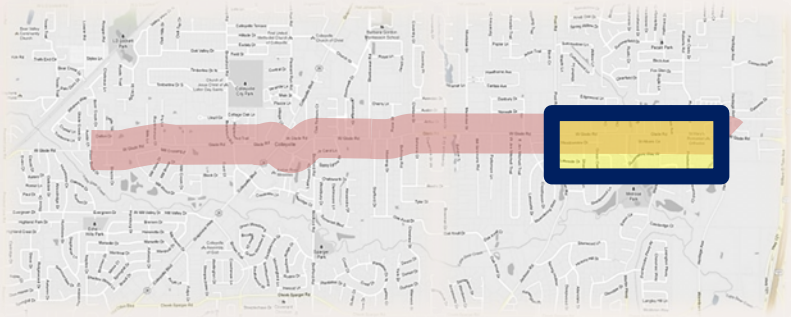
Phase 3 (Design Update)

- The design consultant will walk through the design of Glade Road Phase 3



Phase 3 (Pool Road to Heritage Avenue)

Pool Road to Heritage Avenue

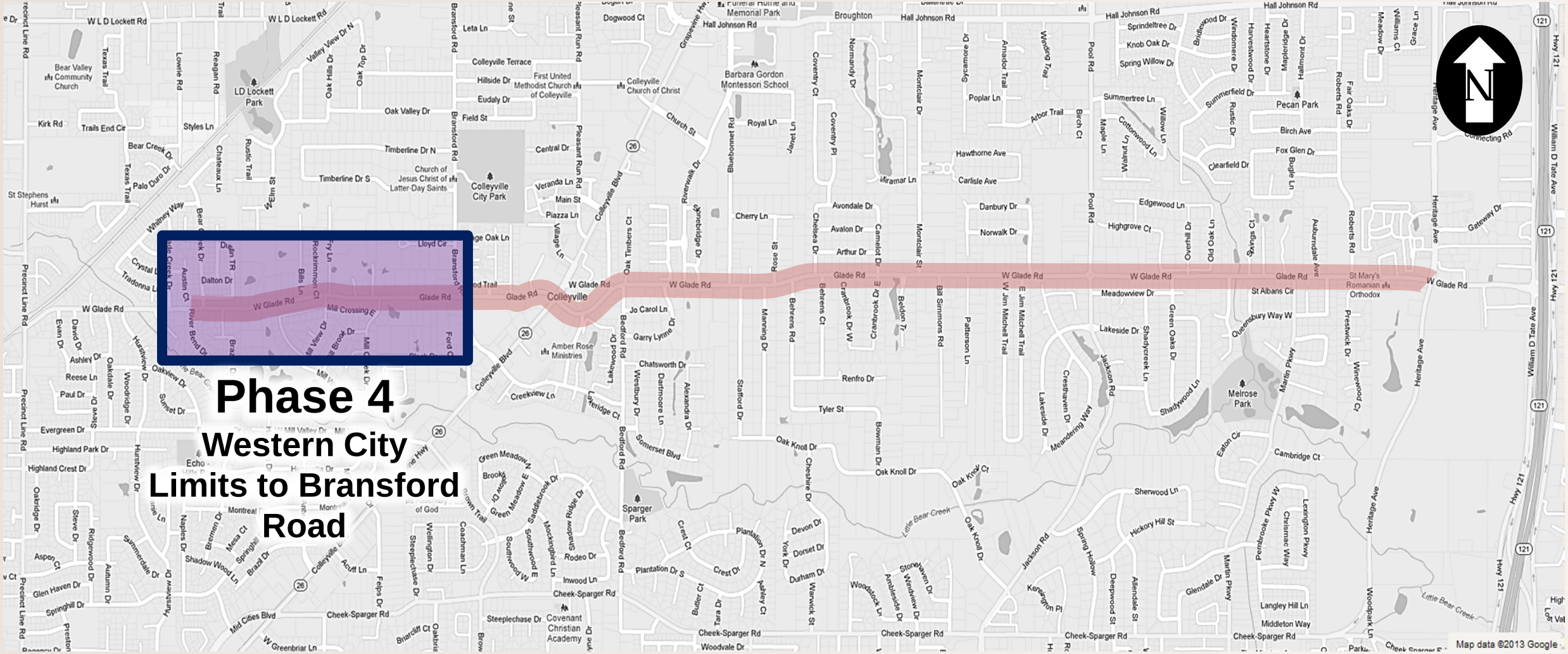


Scope Includes - All new pavement with left turn lanes where warranted and standard curb and gutters. A right turn lane on Roberts Road and an additional westbound lane from Heritage Avenue to Roberts Road. A 10' trail on the north side and 5' sidewalk on the south side.

Final design cost	**$431,778**
Estimated construction cost	**$3,530,250***
Estimated right-of-way parcels	**1**
Estimated sidewalk easements	**5**
Estimated temporary construction easements	**9**
Estimated number of affected parcels	**13**
Estimated construction duration	**14 Months**

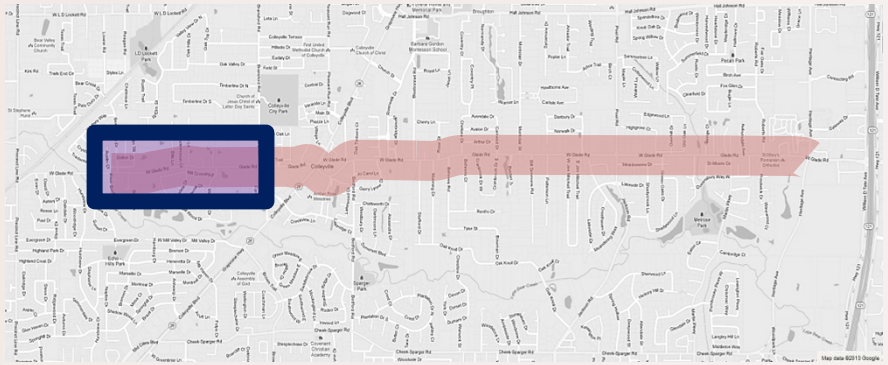
Based on preliminary design

Phase 4 (Western City Limits to Bransford Road)



Phase 4 (Western City Limits to Bransford Road)

Glade Road from the western city limits to Bransford Road, key components include:

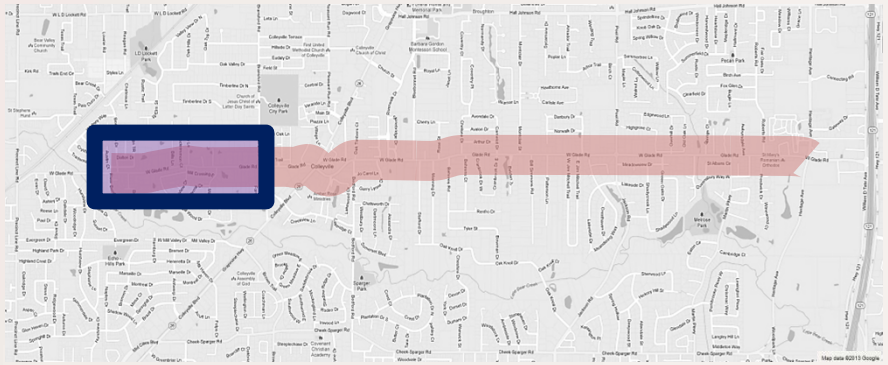


- Engineered drainage system designed to accommodate a 100 year storm using concrete curbs and gutters
- A center turn lane between River Bend Drive and Bear Creek Drive
- Westbound dedicated left turn lane for Clear Fork Drive
- Eastbound dedicated left turn lane for Rockrimmon Court
- Westbound dedicated left turn lane for Mill View Drive
- Westbound dedicated left turn lane for Mill Creek Drive
- 5’ sidewalk on the south and a 10’ trail on the north side
- Street lighting at intersections
- Standard curb and gutter

Phase 4 (Design Parameters)

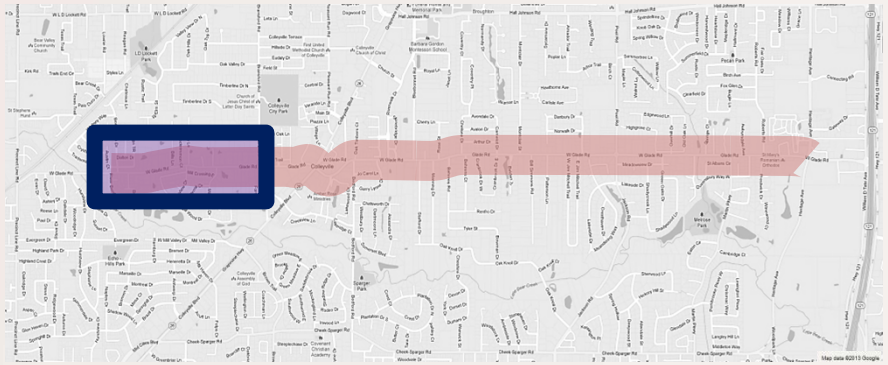
Design parameters to include the following:

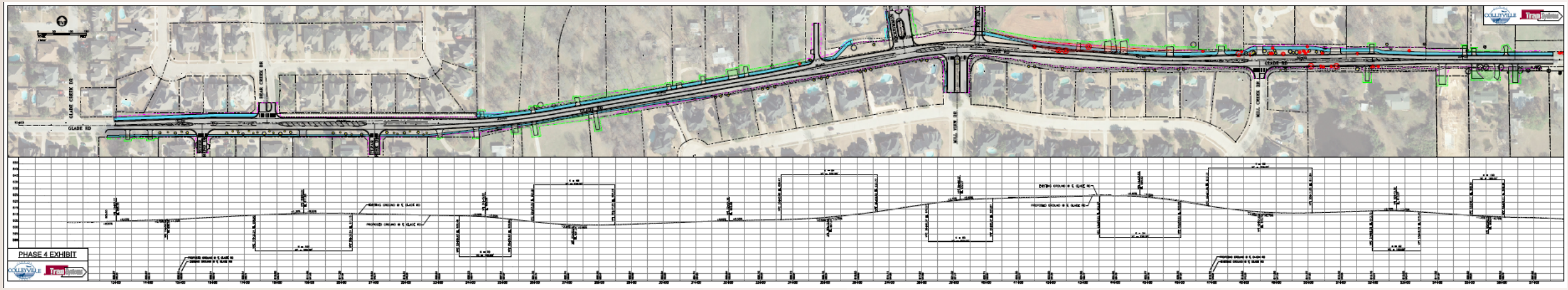
- **Roadway Section**
  - From western city limits to Bransford Road will be a two-lane roadway with left turn lanes at:
    - Continuous from River Bend Drive to Bear Creek Drive
    - Glade Road west bound; Clear Fork Drive, Mill View Drive, Mill Creek Drive
    - Glade Road east bound; Rockrimmon Court
- **Pedestrian Improvements**
  - 10 foot trail on the north side of the roadway
  - If needed - reduce trail width, minimum of 6 foot, to limit the various impacts (right-of-ways, trees, etc.)
  - 5 foot sidewalk on the south side of the roadway
- **Lighting**
  - Street lighting will be included at the intersections
- **Storm Drainage**
  - Curb and Gutter storm drainage
  - Culvert replacement or modification between Clear Fork Drive and Rockrimmon Court
  - Utilize existing infrastructure, where feasible
- **Coordination with the City of Hurst**



Phase 4 (Design Update)

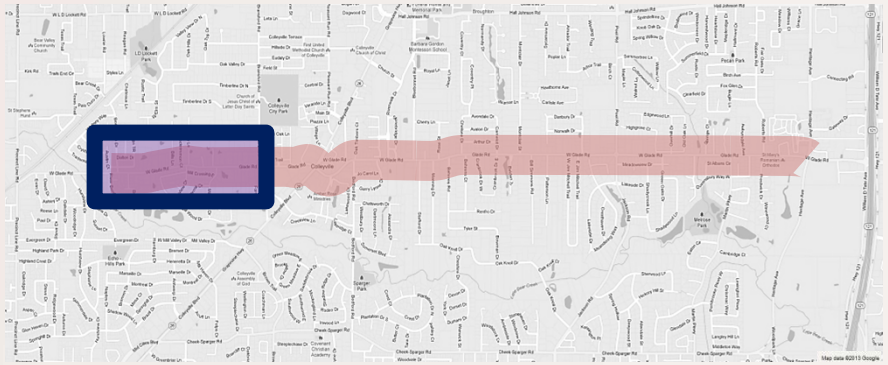
- The design consultant will walk through the design of Glade Road Phase 4





Phase 4 (Western City Limits to Bransford Road)

Western City Limits to Bransford Road



Scope Includes - All new pavement with left turn lanes where warranted and standard curb and gutters. A 10' trail on the north side and 5' sidewalk on the south side.

Final design cost	**$425,475**
Estimated construction cost	**$4,737,000***
Estimated right-of-way parcels	**2**
Estimated sidewalk easements	**2**
Estimated temporary construction easements	**25**
Estimated number of affected parcels	**26**
Estimated construction duration	**13 Months**

Based on preliminary design

Project Schedules

FY 2016

- Construction of Glade Road Phase 1 (Bransford Road to Manning Drive)
- Design of Glade Road Phase 2 (Manning Drive to Pool Road)
- Design of Glade Road Phase 3 (Pool Road to Heritage Avenue)
- Design of Glade Road Phase 4 (Western City Limits to Bransford Road)

FY 2017

- ROW Acquisition for Glade Road Phase 2 (Manning Drive to Pool Road)
- ROW Acquisition for Glade Road Phase 3 (Pool Road to Heritage Avenue)

FY 2018

- Construction of Glade Road Phase 2 (Manning Drive to Pool Road)

FY 2019

- Construction of Glade Road Phase 3 (Pool Road to Heritage Avenue)

FY 2022

- ROW Acquisition for Glade Road Phase 4 (Western City Limits to Bransford Road)

FY 2023

- Construction of Glade Road Phase 4 (Western City Limits to Bransford Road)

Interim Maintenance

- Current Pavement Condition
  - A mill and overlay maintenance project for the asphalt sections of Glade Road Phase 2 and 4 has been included in the proposed 2017 – 2021 CIP which would allow for the interim maintenance to take place in FY2017

- Maintenance over the past 10 Years
  - 2004 M&O Bluebonnet to Summerbrook Drive
  - 2005 M&O Bedford Road to Bluebonnet Drive
  - 2006 Reconstruction from Strathmore Terrace to Heritage Avenue
  - 2008 M&O Bluebonnet Drive to Montclair Drive
  - 2009 M&O SH26 to Bransford Road
  - 2010 M&O Riverwalk Drive to Bluebonnet Drive and Bill Simmons Road to Patterson Lane

Green/Good PCI(70 to 100)

Yellow/Fair PCI (50 to 70)

Red/Poor PCI (0 to 50)

Questions and Discussion

Glade Road
Phase 1 Update

Pre Council Meeting
April 19, 2016

Outline of Presentation

Glade Road Phase 1 overview of the 90% design including:

- Estimated right-of-ways
- Estimated sidewalk easements
- Estimated drainage easements
- Estimated temporary construction easements
- Impacted trees along the project area

Update on the tree conservation and mitigation efforts

Update on construction contract strategies

Glade Road Phase 1 - Next Steps

April 19, 2016 Presentation

Phases of Glade Road Corridor

April 19, 2016 Presentation

Phases of Glade Road Corridor

Phase 1 (Recent History)

October 20, 2015 Pre Council Meeting - 60% Plans were presented and discussed

- City Council provided direction to find ways to minimize the various impacts of the project
- City staff and the design consultant have since evaluated the design and the associated impacts on a parcel by parcel basis
- The roundabout at the intersection of Glade Road and Bransford Road was also a major discussion point

December 15, 2015 Pre Council Meeting

- Staff and the design consultant provided a follow-up presentation and discussion specifically on the Bransford Road and Glade Road Intersection
- City Council provided clear direction to the design consultant to eliminate the roundabout from the scope of the Phase 1 for the following reasons:
  - The less-than-ideal roundabout configuration
  - Concerns associated with the rights-of-way needs
  - The impacts to existing mature trees at the southwest corner

April 19, 2016 Presentation

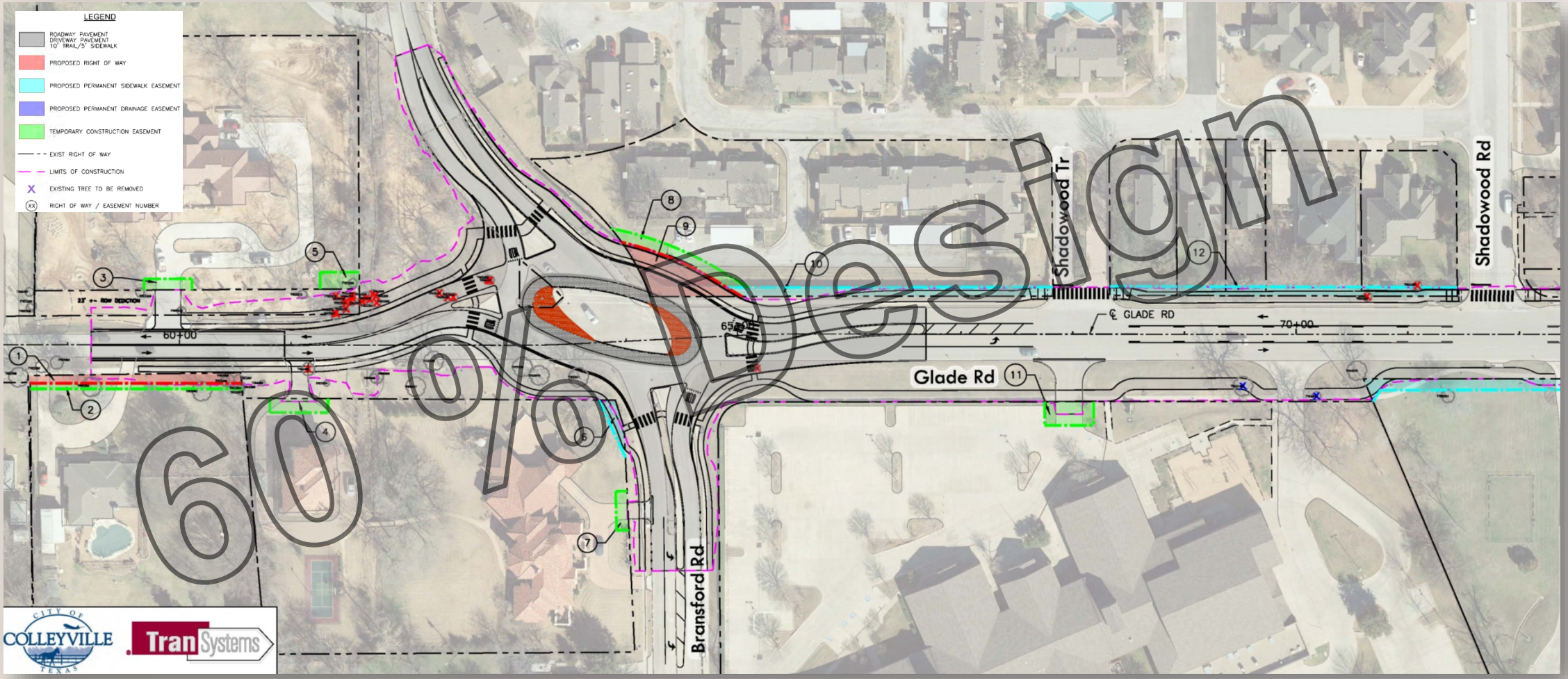
Phase 1 (Summary Statistics)

Comparison of Statistics from 60% to 90% design

	60% Design	90% Design
Estimated right-of-way parcels (Total Square Footage)	14 (29,000)	11 (19,800)
Estimated Sidewalk Easements (Total Square Footage)	18 (14,900)	11 (10,000)
Estimated Drainage Easements (Total Square Footage)	1 (575)	0 (0)
Estimated Temporary Construction Easements (Total Square Footage)	48 (47,900)	29 (26,200)
Total Estimated Transactions	81	51
Affected Parcels	48	33

April 19, 2016 Presentation

Phase 1 (Section 1A - 60% Design)

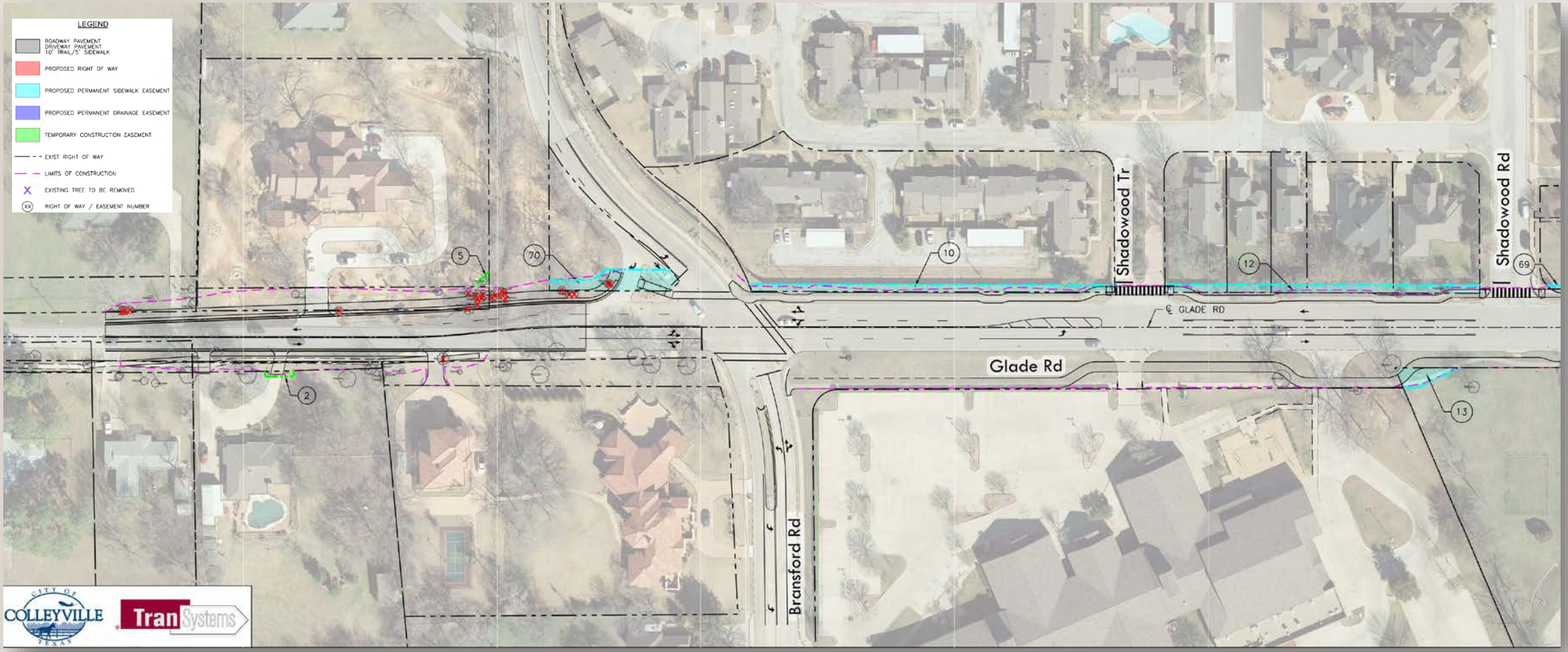


Proposed R-O-W	**2 Parcels**	Proposed drainage easements	**0 Parcels**
Proposed sidewalk easements	**7 Parcels**	Temporary construction easements	**7 Parcels**

Total number of trees impacted **28**

April 19, 2016 Presentation

Phase 1 (Section 1A – 90% Design)



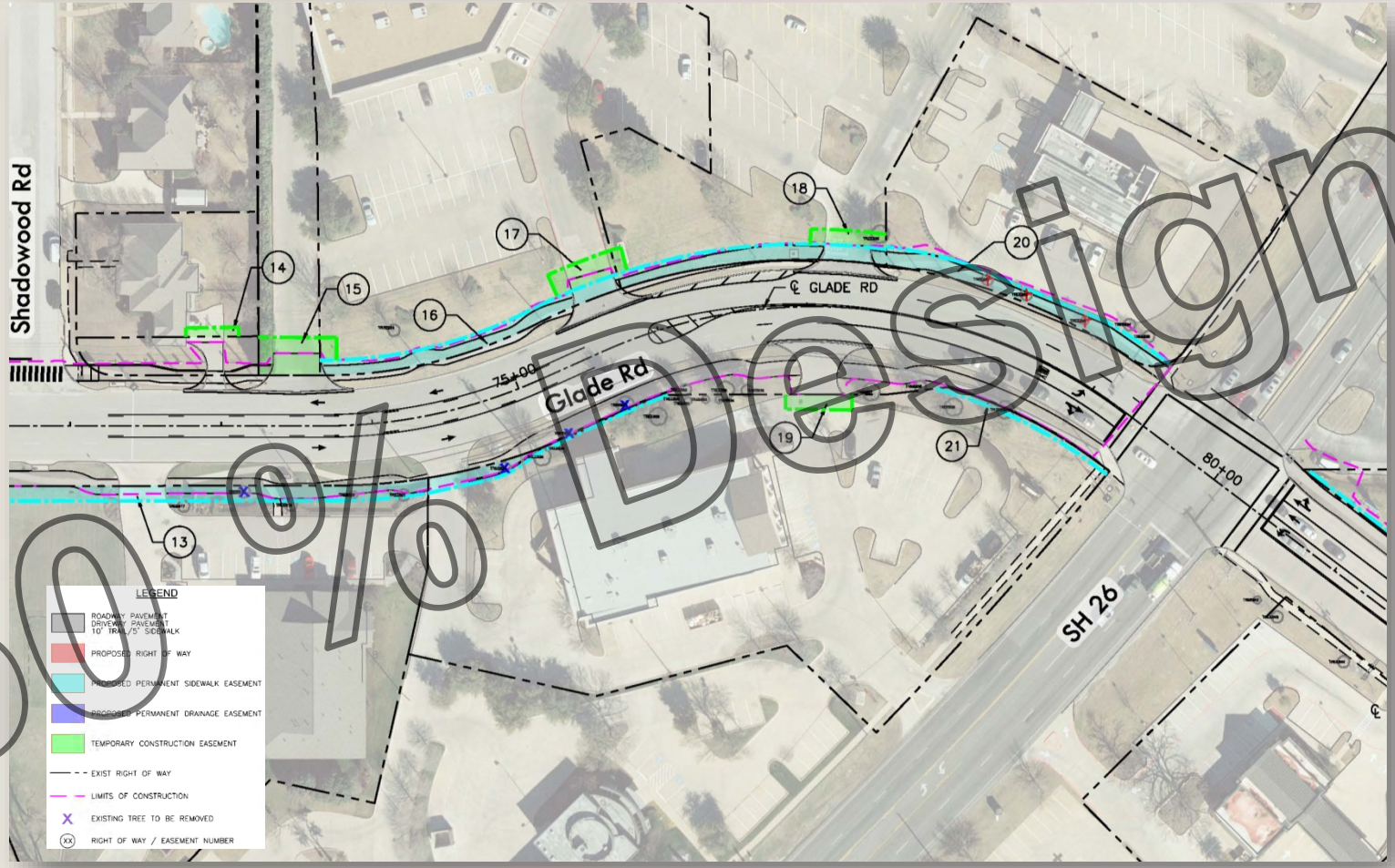
Proposed R-O-W **0 (2) Parcels** Proposed drainage easements **0 (0) Parcels**

Proposed sidewalk easements **8 (7) Parcels** Temporary construction easements **4 (7) Parcels**

Total number of trees impacted **24 (28)**

April 19, 2016 Presentation

Phase 1 (Section 1B – 60% Design)



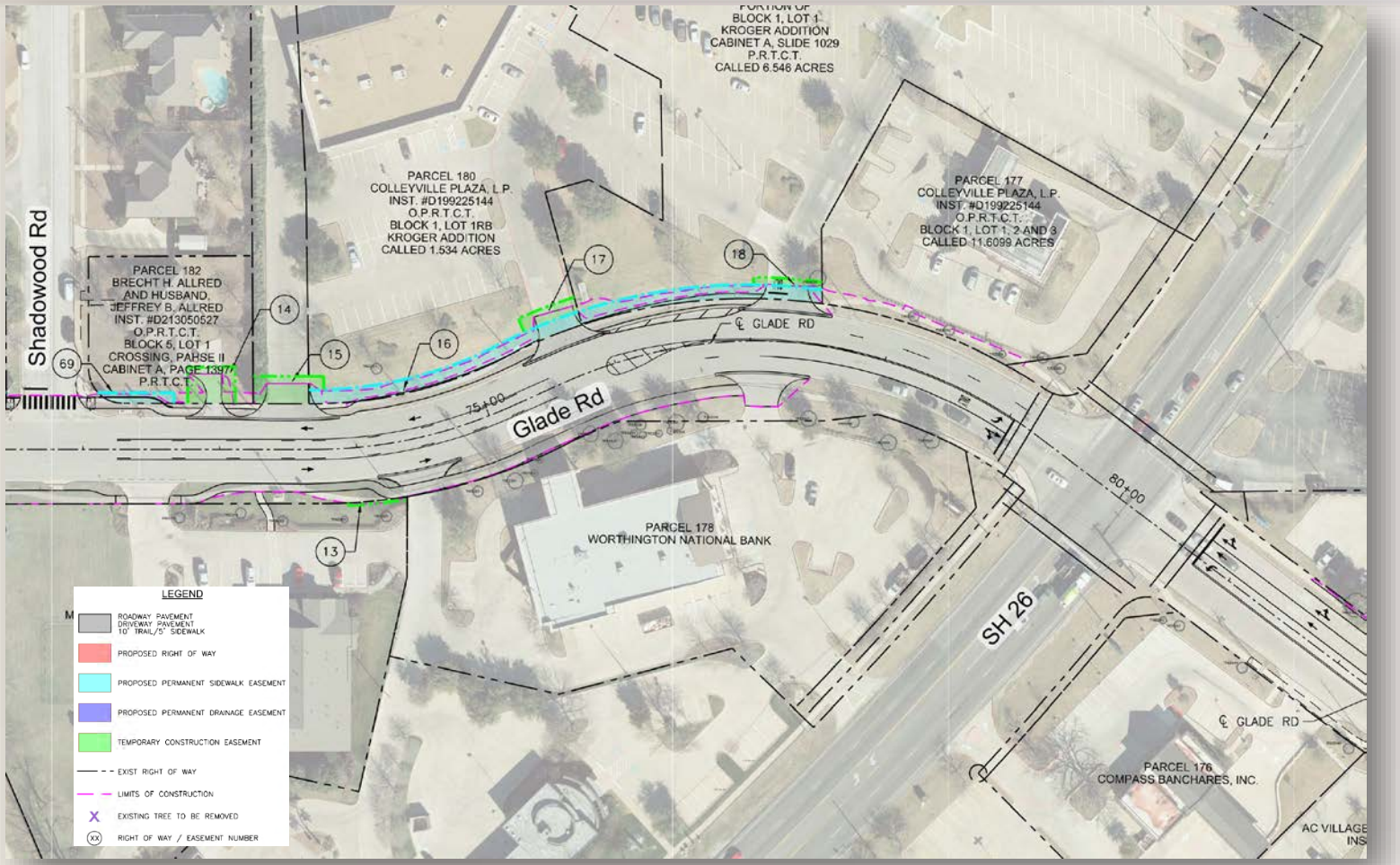
60% Design

Proposed R-O-W	**0 Parcels**	Proposed drainage easements	**0 Parcels**
Proposed sidewalk easements	**6 Parcels**	Temporary construction easements	**6 Parcels**

Total number of trees to be impacted **11**

April 19, 2016 Presentation

Phase 1 (Section 1B – 90% Design)



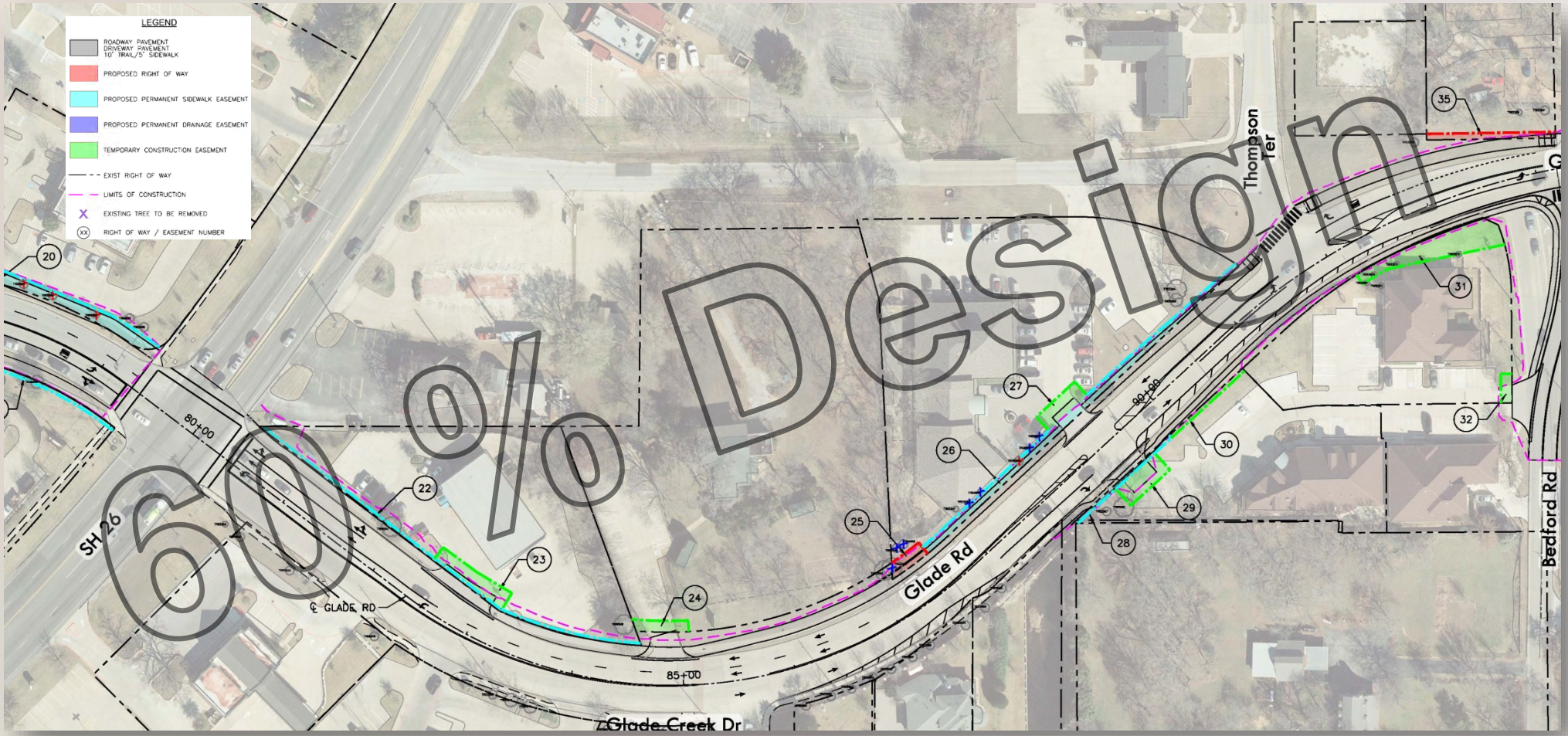
Proposed R-O-W **0 (0) Parcels** Proposed drainage easements **0 (0) Parcels**

Proposed sidewalk easements **3 (6) Parcels** Temporary construction easements **5 (6) Parcels**

Total number of trees impacted **0 (11)**

April 19, 2016 Presentation

Phase 1 (Section 1C – 60% Design)

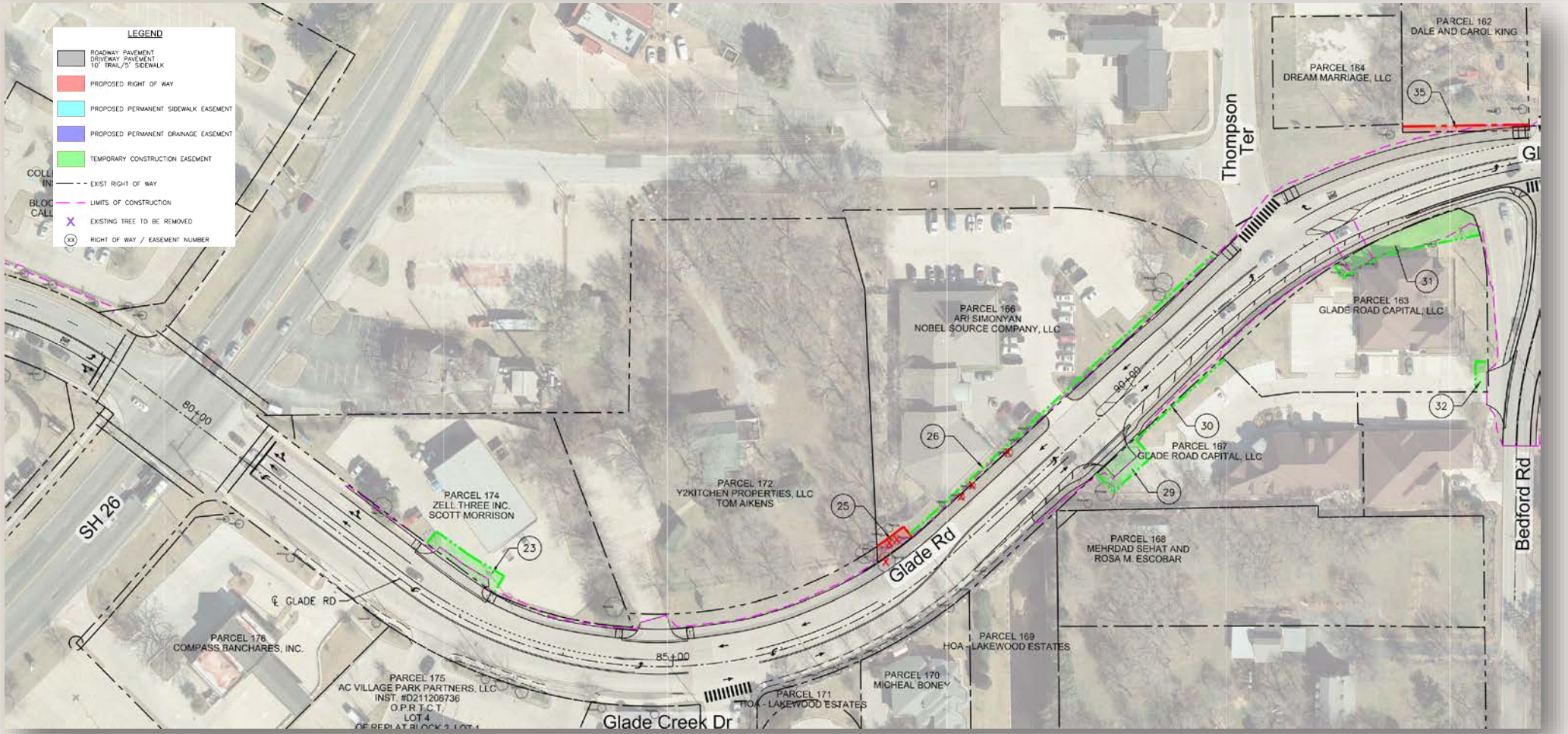


Proposed R-O-W	**2 Parcels**	Proposed drainage easements	**0 Parcels**
Proposed sidewalk easements	**3 Parcels**	Temporary construction easements	**6 Parcels**

Total number of trees impacted **15**

April 19, 2016 Presentation

Phase 1 (Section 1C – 90% Design)



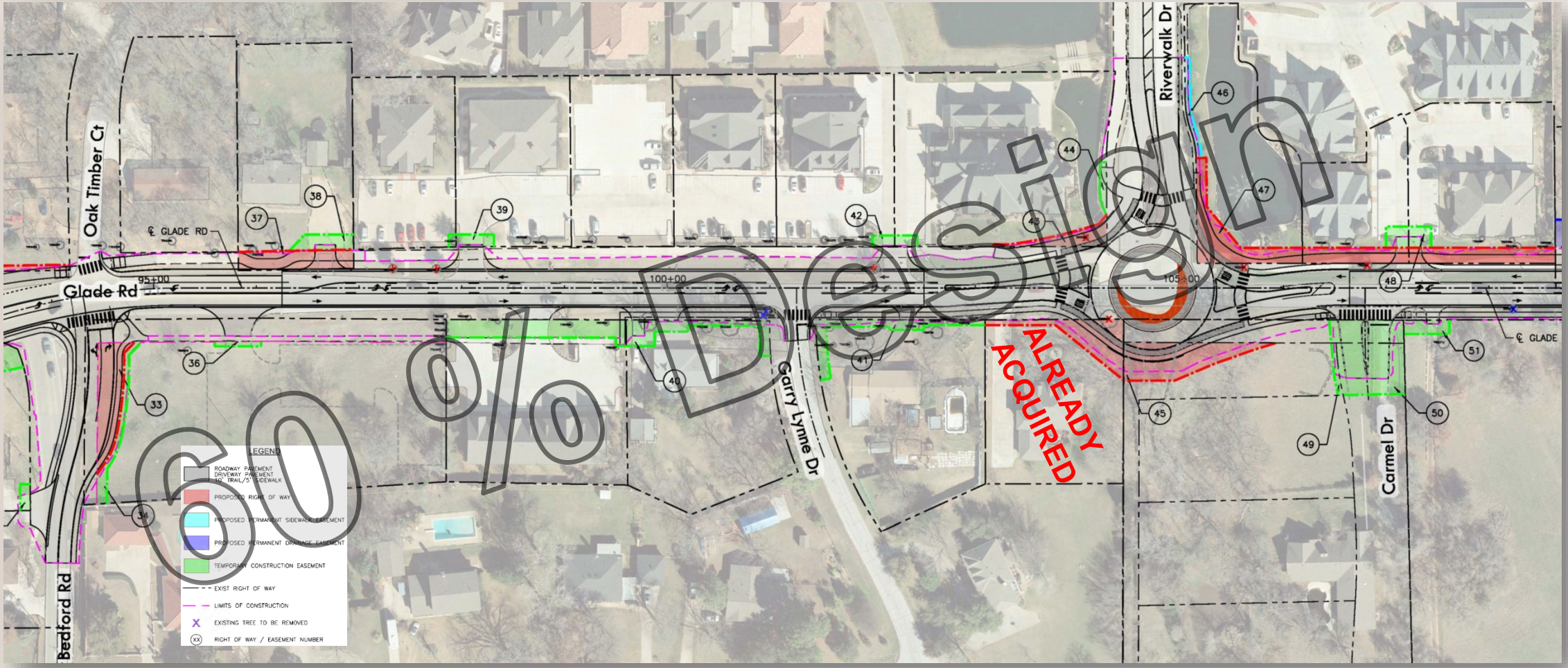
Proposed R-O-W **2 (2) Parcels** Proposed drainage easements **0 (0) Parcels**

Proposed sidewalk easements **0 (3) Parcels** Temporary construction easements **5 (6) Parcels**

Total number of trees impacted **6 (15)**

April 19, 2016 Presentation

Phase 1 (Section 1D – 60% Design)

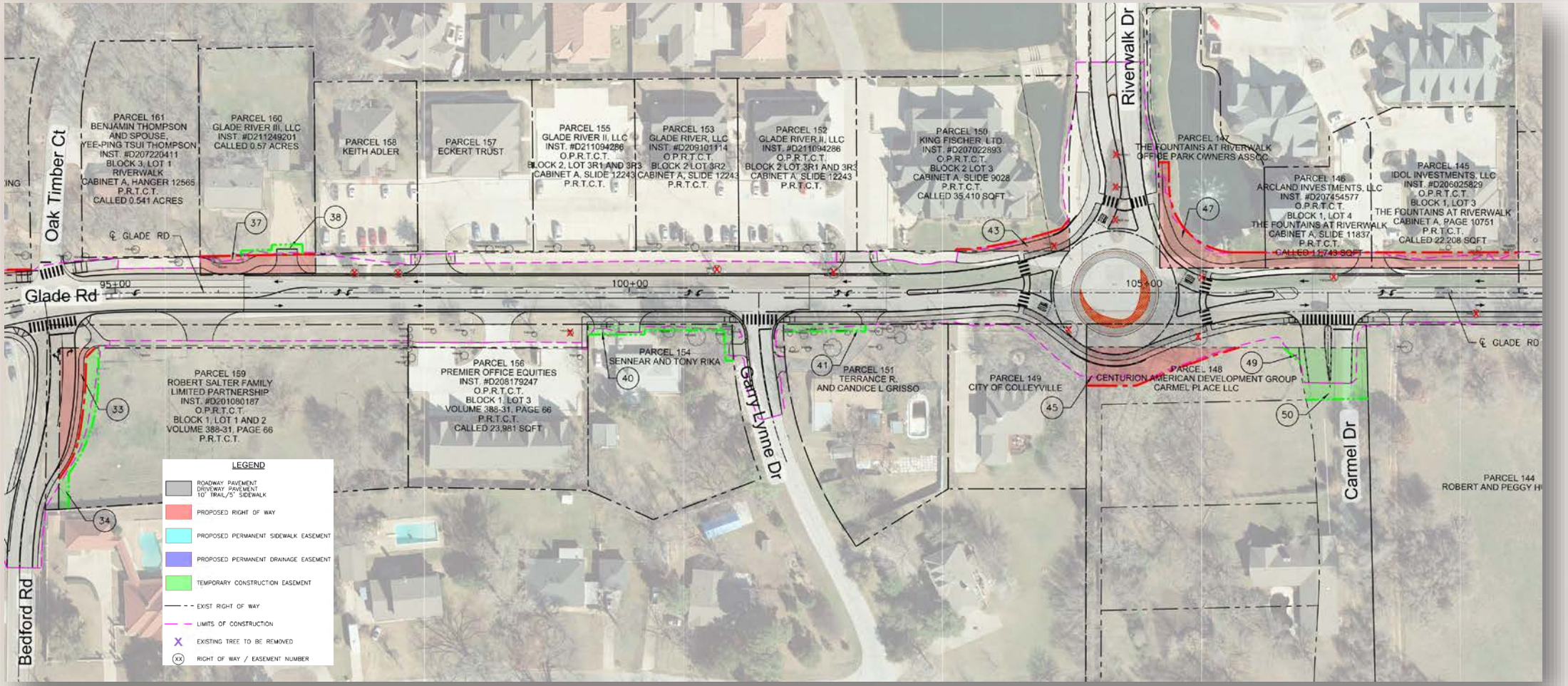


Proposed R-O-W	**7 Parcels**	Proposed drainage easements	**0 Parcels**
Proposed sidewalk easements	**1 Parcels**	Temporary construction easements	**15 Parcels**

Total number of trees impacted **13**

April 19, 2016 Presentation

Phase 1 (Section 1D - 90% Design)



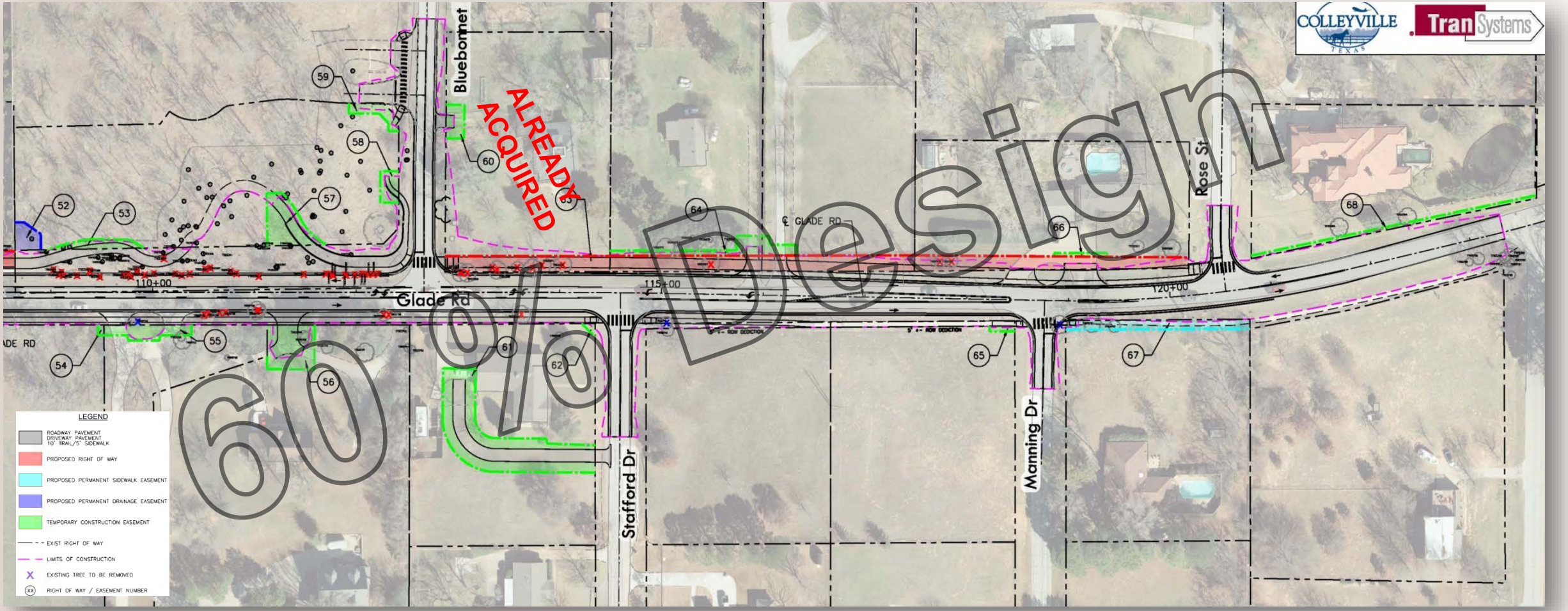
Proposed R-O-W **7 (7) Parcels** Proposed drainage easements **0 (0) Parcels**

Proposed sidewalk easements **0 (1) Parcels** Temporary construction easements **6 (15) Parcels**

Total number of trees impacted **10 (13)**

April 19, 2016 Presentation

Phase 1 (Section 1E – 60% Design)

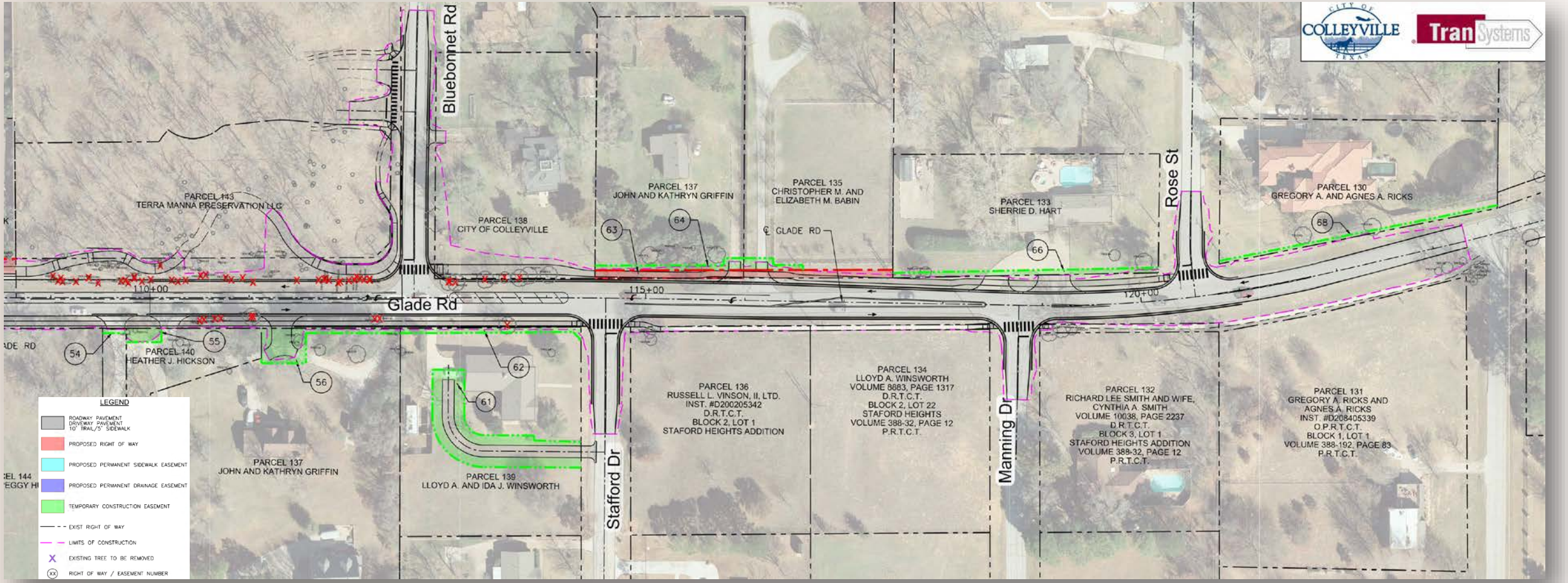


Proposed R-O-W	**3 Parcels**	Proposed drainage easements	**1 Parcels**
Proposed sidewalk easements	**1 Parcels**	Temporary construction easements	**14 Parcels**

Total number of trees impacted **64**

April 19, 2016 Presentation

Phase 1 (Section 1E – 90% Design)



Proposed R-O-W **2 (3) Parcels** Proposed drainage easements **0 (1) Parcels**

Proposed sidewalk easements **0 (1) Parcels** Temporary construction easements **9 (14) Parcels**

Total number of trees impacted **57 (64)**

April 19, 2016 Presentation

Phase 1 (Summary Statistics)

Comparison of Statistics from 60% to 90% design

	60% Design	90% Design
Estimated right-of-way parcels (Total Square Footage)	14 (29,000)	11 (19,800)
Estimated Sidewalk Easements (Total Square Footage)	18 (14,900)	11 (10,000)
Estimated Drainage Easements (Total Square Footage)	1 (575)	0 (0)
Estimated Temporary Construction Easements (Total Square Footage)	48 (47,900)	29 (26,200)
Total Estimated Transactions	81	51
Affected Parcels	48	33

Phase 1 (Summary Statistics)

April 19, 2016 Presentation

Comparison of Statistics

	Conceptual Design	60% Design	90% Design
Design Costs	$664,365	$664,365	$664,365
Estimated Rights-of-Way and Easement Costs	$925,000	$814,340*	$480,820*
Estimated Construction Costs	$3,755,000	$5,061,684	$4,467,631
Total	$5,344,365	$6,540,389	$5,612,816

** August 2014, R-14-3772 - $449,000 spent to acquire 1209 Glade Road in its entirety. The value shown in the chart is the remaining parcels estimated value*

Notes: *Costs have been adjusted for inflation and market conditions*
Costs have been adjusted and refined as the engineering design progressed
Costs have been adjusted as needs for additional storm drainage, traffic control, and utility infrastructure have been identified

Phase 1 (Tree Conservation and Mitigation Efforts)

Stages of Preservation

- Tree Inventory
- Identification of trees impacted by the project
- Alteration of design plans to lessen impact on trees
- Identifying trees that require protection measures
- Identification of trees requiring special protection measures
- Arboricultural practices to assist with tree health
- Tree replacement program for those impacted

Phase 1 (Tree Conservation and Mitigation Efforts)

Protective Measure Process

- Identification of trees that impact our citizens directly
- Inspect trees and identify the trees with better survivability
- Implement additional protective measures during construction*
- Arboricultural practices that will improve conditions for impacted trees prior, during, and after construction*

If funding is allocated

Phase 1 April 19, 2016 Presentation (Tree Conservation and Mitigation Efforts)

Additional Protective Measures*

- This adds an additional step to protecting our trees.
- The temporary 6’ chain link fence is installed around the tree, to incorporate as much of the critical root zone possible.
- This prevents damage to the roots within the fenced area during construction.

***If funding is allocated**

Phase 1 April 19, 2016 Presentation (Tree Conservation and Mitigation Efforts)

Additional Signage

Multiple Languages

Phase 1 (Tree Conservation and Mitigation Efforts)

Additional Protective Measure Options

- Heavy Mulching*
- Root Pruning*
- Protective Chain Link Fencing*
- Additional Signage*
- Aeration*
- Vertical Mulching*
- Organic Root Stimulators/Fertilizers*

If funding is allocated

April 19, 2016 Presentation

Phase 1 (Tree Conservation and Mitigation Efforts)

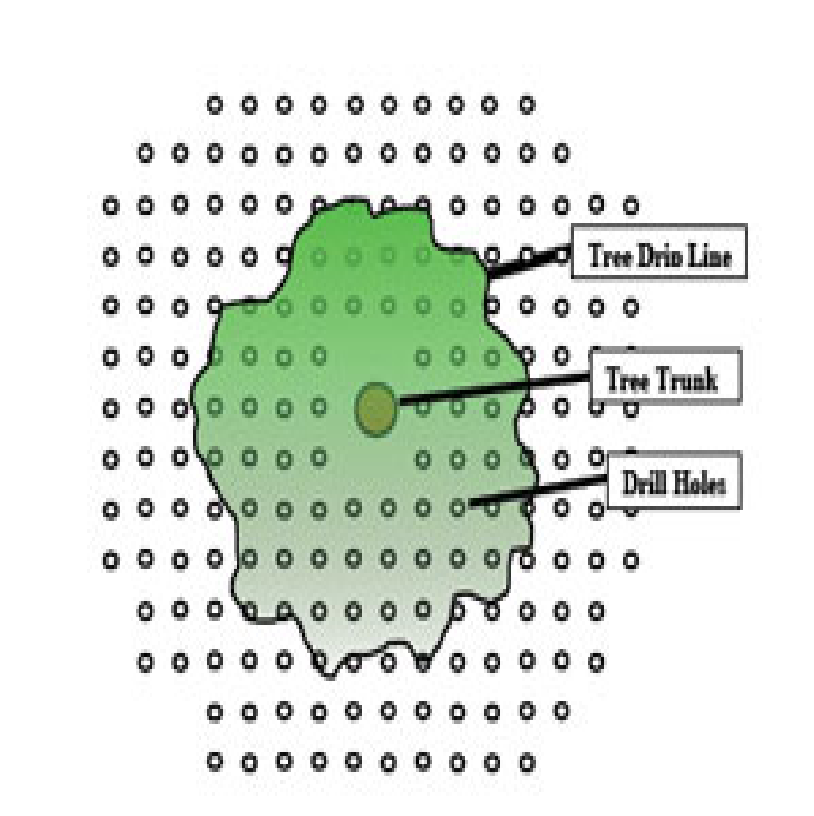
Vertical Mulching

Before Backfill

April 19, 2016 Presentation

Phase 1 (Tree Conservation and Mitigation Efforts)

Vertical Mulching Area



Process Complete

Phase 1 April 19, 2016 Presentation (Tree Conservation and Mitigation Efforts)

Aerating

Typical Small Machine

Phase 1 (Tree Conservation and Mitigation Efforts)

Aeration Pattern

Airspace Created

April 19, 2016 Presentation

Phase 1 (Tree Conservation and Mitigation Efforts)

Airspade to Expose Roots

Trenching to Expose Roots

April 19, 2016 Presentation

Phase 1 (Tree Conservation and Mitigation Efforts)

Large Root Pruner

Proper Pruning Tools

Phase 1 (Tree Conservation and Mitigation Efforts)

Pre-Construction Efforts

- Carefully install protective fencing
- Educate contractors on the importance of trees and proper protection
- Selective root pruning*
- Heavy mulching to reduce compaction during construction*
- Trim branches that will be impacted by construction equipment
- Educate citizens that will be impacted on the process and how to improve the health of their trees before construction

If funding is allocated

Phase 1 (Tree Conservation and Mitigation Efforts)

During Construction Efforts

- Monitor trees and construction activity
- Continue to inform contractor of tree importance
- Selective root pruning during excavation on specified trees*
- Trim branches in conflict with construction equipment
- Add heavy mulch to additional areas if necessary*

If funding is allocated

Phase 1 (Tree Conservation and Mitigation Efforts)

Post Construction Efforts (if necessary)

- Carefully remove protective fencing
- Thin/remove mulch*
- Aerate around the root zones*
- Vertical mulch around root zones*
- Organic fertilization*
- Educate citizens on what they can do to improve tree health
- Plant trees*

If funding is allocated

Phase 1 (Tree Conservation and Mitigation Efforts)

Tree Voucher Program*

- Offer tree vouchers for citizens impacted
- Establish the right tree, right place philosophy
- 30 gallon trees will be planted on the property
- The tree will be the private property owner's responsibility
- Educate citizens on proper tree maintenance
- This will re-establish the tree canopy along the corridor

If funding is allocated

April 19, 2016 Presentation

Phase 1 (Construction Contract Strategies)

Best Value Contract

- Contract Experience
- Proposed Project Price
- Project Team Resume
- Schedule and Timelines
- Written description of the contractor's strategies to keep the project on schedule

Incentives and Disincentives

Key Components

- Bluebonnet Drive and Glade Road Intersection (vertical adjustment)
- Riverwalk Drive and Glade Road Roundabout

Phase 1 (Next Steps)

Right-of-way Acquisition

- A contract for professional services for the right-of-way acquisition will be presented for City Council consideration on May 3rd

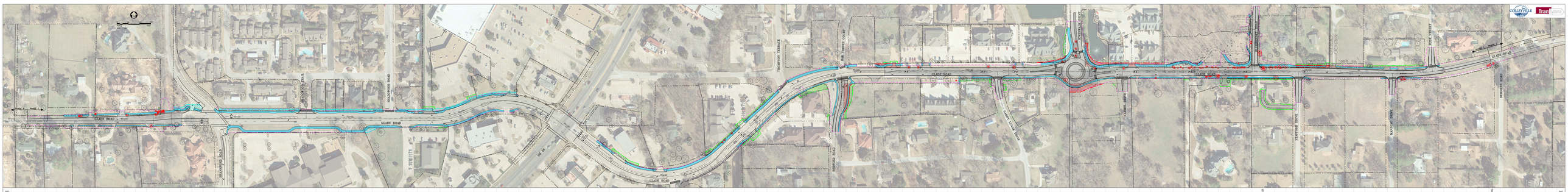
Utility Relocations

- Utility meetings are held monthly and the utility work will progress as the right-of-way is acquired
- The City cannot control the schedules of the respective franchise utilities

Construction Bidding and Award

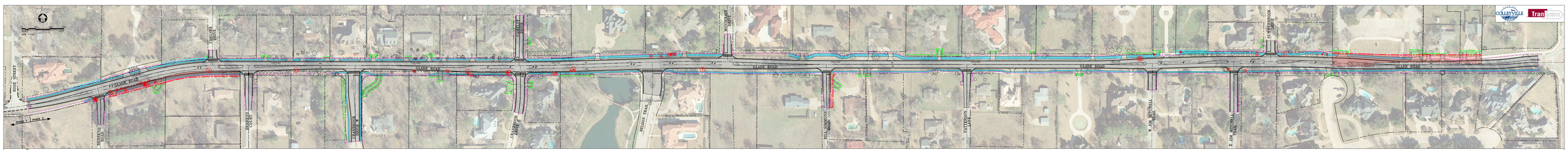
- Once right-of-way acquisition is complete and franchise utilities are clear the project can be advertised for bid
- Construction is estimated to take approximately 13 months to complete once started

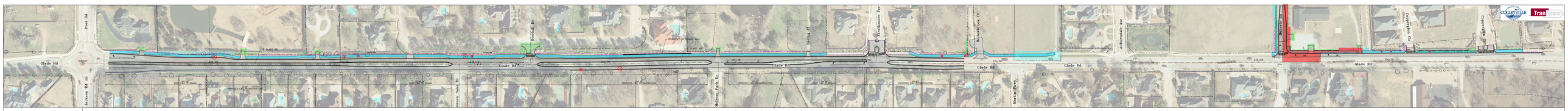
Questions and Discussion

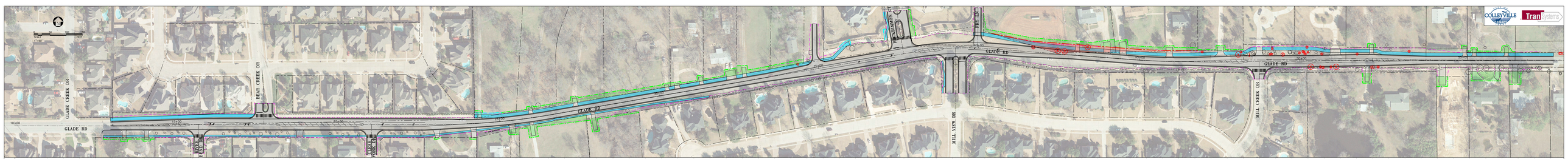


PHASE 1 EXHIBIT

COLLEYVILLE Tran Systems


GLADE ROAD
ROSE STREET
HUDSON DRIVE
HUDSON COURT
CAMBRIDGE COURT
BELOOS TRAIL
HILL SUMMIT ROAD
PATTERSON DRIVE
W. JIM MITCHELL TRAIL
E. JIM MITCHELL TRAIL
SILVERBERRY DRIVE
PHASE 1
PHASE 2
PHASE 3
EXISTING GROUND @ ℄ GLADE ROAD
PROPOSED GROUND @ ℄ GLADE ROAD
STA 123+17.00 END PHASE 1 TEMPORARY PAVING
STA 121+00.00 BEGIN PHASE 2 RECONSTRUCTION
BEGIN PHASE 3 TEMPORARY PAVING
PROPOSED GROUND (PHASE 1) @ ℄ GLADE ROAD
END CONSTRUCTION PHASE 2 RECONSTRUCTION
END CONSTRUCTION PHASE 3 RECONSTRUCTION
PHASE 2 EXHIBIT
COLLEYVILLE
Transcriptions


Peel Rd
Glade Rd
Jackson Rd
Overhill Dr
Green Oaks Dr
Spring Ct
Stratemore Ter
Mulford Park Dr.
Hohenbrook Ct.
Martin Pkwy
Autumdale Ave
Mercury Dr
Copperglen Cir
Copperglen Ln
COLLEYVILLE
Tran Systems
PROPOSED RETAINING WALL
PROPOSED CURB RECONSTRUCTION
EXIST CURB TO REMAIN
EXISTING CURB TO REMOVE
PROPOSED GROUND @ ℄ GLADE RD
EXISTING GROUND @ ℄ GLADE RD
EAST RT-OF-WAY EDGE PROJECTED 2.128 ft ⊥ ℄ GLADE RD
EAST RT-OF-WAY EDGE PROJECTED 2.128 ft ⊥ ℄ GLADE RD
EXISTING DRIVING SURFACE
V = 50
VC = 1,250.00'
V = 50
VC = 1,250.00'
V = 50
VC = 1,250.00'


GLADE RD
GLADE CREEK DR
BEAR CREEK DR
BEAR CREEK DR
BOULDER CREEK DR
BOULDER CREEK DR
MILL VIEW DR
MILL CREEK DR
EXISTING GROUND @ ℄ GLADE RD
PROPOSED GROUND @ ℄ GLADE RD
PHASE 4 EXHIBIT

Reconstruction & Maintenance

	Reconstruction (31' wide)	Full Depth Reclamation (24' wide)	4" Mill and Overlay (24' wide)	2" Mill and Overlay (24' wide)
New pavement surface	✓	✓	✓	✓
Stabilized base/subgrade	✓	✓	-	-
Engineered road geometry (vertical and horizontal curves)	✓	-	-	-
Intersection Improvements where needed	✓	-	-	-
Turns lanes added where needed	✓	-	-	-
Lane width per standards	✓	-	-	-
Engineered drainage (curbs, gutters, and underground storm pipes)	✓	-	-	-
Pedestrian elements	✓			
Estimated useful life (if properly maintained, in years)	**50 Years**	**20 - 30 Years**	**12 - 15 Years**	**+/- 5 Years**
Estimated initial construction cost per mile (today's dollars)	*$3,637,000*	*$704,000*	*$422,000*	*$239,000*
Total cost over 50-year life (includes maintenance and a 5% annual inflation rate)	**$4,736,000**	**$3,691,000**	**$6,482,000**	**$9,510,000**

All cost estimates as of July 2014