

COUNCIL BRIEFING THOMASSON SQUARE

STATUS AND MODIFICATION IMPACTS

JUNE 5, 2017
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PROJECT HISTORY

- ▶ December 8, 2008 - Gus Thomasson Corridor Revitalization Code adopted by Ord. No. 4022
- ▶ May 18, 2009 - Thomasson Square Project first briefed to Council
- ▶ September 21, 2009 - Thomasson Square Project approved for submission to NCTCOG
- ▶ October 2, 2009 - City applies for Sustainable Development Project grant with letters of support from Broadway Square and Ace Hardware
- ▶ June 3, 2010 - Regional Transportation Council approves \$3 million grant for project
- ▶ June 5, 2012 - Open house conducted at Shands Elementary School to solicit citizen input
- ▶ February 18, 2013 - Council adopts Res. No. 05-2013 supporting Villas at Vanston
- ▶ August 19, 2013 - Council adopts resolutions reaffirming support for the Villas at Vanston
- ▶ September 2, 2014 - Council conducts Villas of Vanston Park public hearing and passes Res. No. 31-2014 approving 380 agreement with \$1.7 million of incentives
- ▶ January 28, 2016 - Public meeting held at Vanston Middle School with 327 attendees
- ▶ February 1, 2016 - Council briefed and directed staff to proceed as designed
- ▶ November 7, 2016 - Council approves construction contract for \$9,861,035.97

PROJECT LAYOUT

PHASE 2

PHASE 1



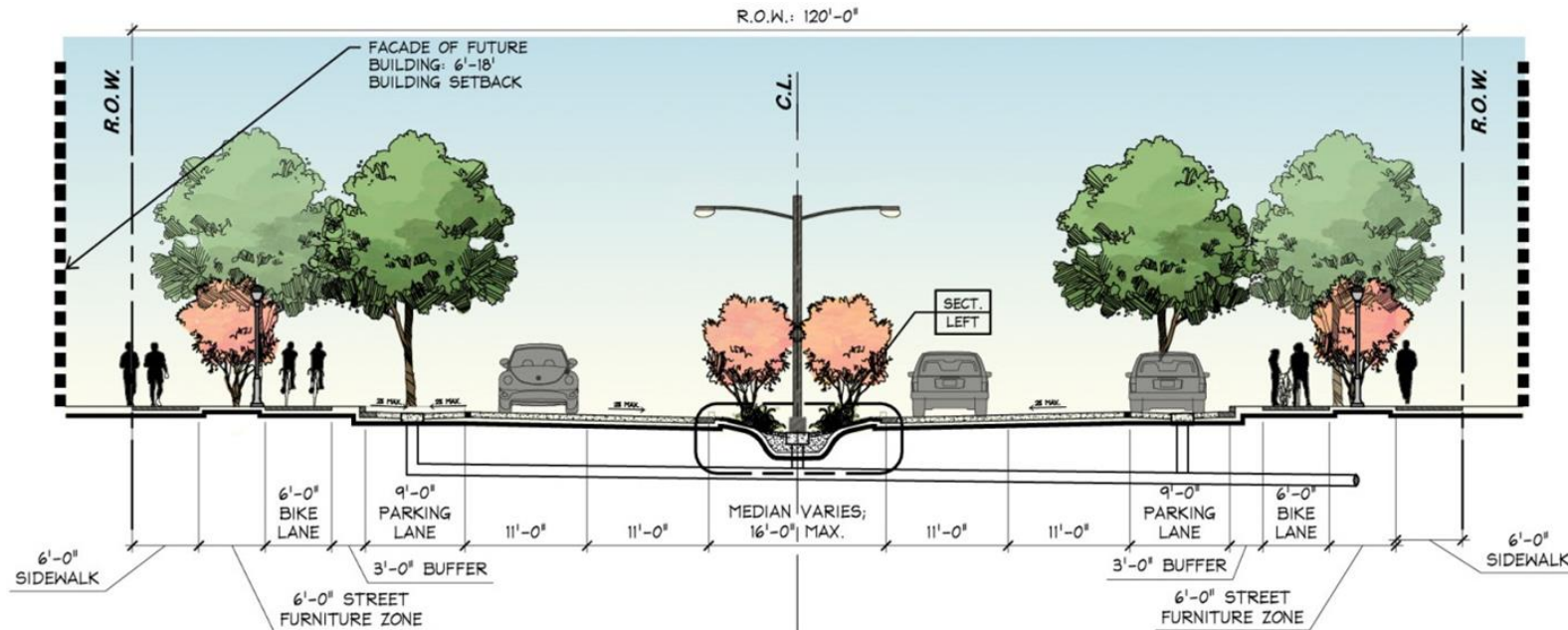
MOON/WHITSON

OATES

KARLA

PROJECT FEATURES

- ▶ ROUNDABOUTS AT KARLA DRIVE AND MOON DRIVE/WHITSON WAY
- ▶ 6-FOOT BICYCLE LANE EACH DIRECTION (GRANT REQUIREMENT)
- ▶ 6-FOOT SIDEWALK IN EACH DIRECTION (GRANT REQUIREMENT)
- ▶ 30 ON-STREET PARALLEL PARKING SPOTS
- ▶ LANE REDUCTION FROM 6 TO 4 TO ACCOMMODATE ON-STREET PARKING, BICYCLE LANES, AND REDUCE SPEEDING



WHY ROUNDABOUTS, LANE REDUCTION, & ON-STREET PARKING?

- ▶ COMPLAINTS FROM RESIDENTS CONCERNING CUT-THROUGH TRAFFIC AND THE SPEED OF TRAFFIC
 - ▶ 2012 TRAFFIC SPEEDS = 85 PERCENTILE SPEEDS ARE 41-43 MPH
 - ▶ 2012 TRAFFIC VOLUME = 22,000 VPD
- ▶ TO CREATE A NEW, ATTRACTIVE SENSE OF PLACE
- ▶ BUSINESS OWNERS REQUESTED ON-STREET PARKING IF BUILDINGS REPOSITIONED ADJACENT TO STREET PER REVITALIZATION CODE
- ▶ ONE PAVED LANE CAN ACCOMMODATE 6,000 VEHICLES PER DAY (VPD), SO 4 LANES CAN HANDLE 24,000 VPD
- ▶ REDUCING THE NUMBER OF LANES, ADDING ROUNDABOUTS AND ON-STREET PARKING WILL REDUCE TRAFFIC SPEED AND CUT-THROUGH VOLUME

WHERE ARE LOCAL ROUNDABOUTS & ON-STREET PARKING?



17,666 VPD SOUTHBOUND



PROJECT STATUS

- ▶ PHASE 1 IS NORTH OF OATES, PHASE 2 IS SOUTH OF OATES
- ▶ PHASE 1 CONSTRUCTION CONTRACT - \$5.7 MILLION
- ▶ PHASE 2 CONSTRUCTION CONTRACT - \$2.1 MILLION
- ▶ ONCOR RELOCATIONS ARE 10% COMPLETE
- ▶ RIGHT-OF-WAY AND EASEMENT ACQUISITION IS 95% COMPLETE
- ▶ CONSTRUCTION PROJECT STARTED ON MARCH 1, 2017
- ▶ WATER/SEWER UTILITIES ARE 44% COMPLETE
- ▶ DRAINAGE UTILITIES ARE 5% COMPLETE
- ▶ ROADWAY RECONSTRUCTION IS 13% COMPLETE
- ▶ ESTIMATED PHASE 1 COMPLETION/PHASE 2 START DATE IS MARCH 2018
- ▶ OVERALL PROJECT COMPLETION DATE IS SEPTEMBER 2, 2018

FINANCIAL STATUS

- ▶ \$2,150,036 EXPENDED TO DATE
 - ▶ ROW & EASEMENTS - \$334,320
 - ▶ CONSULTANTS - \$904,717
 - ▶ ONCOR - \$118,302
 - ▶ CONTRACTORS - \$792,697
- ▶ \$13.2 MILLION CURRENTLY BUDGETED (ALL FUNDING YEARS)
 - ▶ ROW & EASEMENTS - \$350,000
 - ▶ CONSULTANTS - \$910,000
 - ▶ ONCOR - \$1,400,000
 - ▶ CONSTRUCTION - \$10,540,000

COUNCIL OPTIONS

- ▶ STAY THE COURSE AND COMPLETE THE PROJECT AS DESIGNED
- ▶ MODIFY SELECT PROJECT FEATURES
 - ▶ DELETE ROUNDABOUTS AND REDESIGN INTERSECTIONS
 - ▶ DELETE 30 ON-STREET PARALLEL PARKING SPACES
 - ▶ DELETE BICYCLE LANES AND CONVERT 30 PARALLEL TO 42 DIAGONAL PARKING SPACES
 - ▶ COMBINATION OF THE ABOVE
 - ▶ OTHER?

ESTIMATED COSTS FOR OPTIONS

- ▶ ADDITIONAL REDESIGN COSTS (DELETE ROUNDABOUTS AND REDESIGN STORM DRAINAGE SYSTEM) - \$100,000-\$150,000
- ▶ ADDITIONAL CONSTRUCTION COSTS (RESTORE INTERSECTION) - \$750,000-\$1,000,000 (INCLUDES DELAY COSTS)
- ▶ ADDITIONAL DESIGN COSTS (DELETE PARALLEL PARKING AND RESTORE PARKWAY) - \$40,000-\$70,000
- ▶ ADDITIONAL CONSTRUCTION COSTS (ADD PARKWAY) - \$50,000-\$75,000
- ▶ ADDITIONAL DESIGN COSTS (DELETE BICYCLE LANE AND ADD DIAGONAL PARKING) - \$75,000-\$150,000
- ▶ ADDITIONAL CONSTRUCTION COSTS (DELETE BICYCLE LANE AND ADD DIAGONAL PARKING) - \$150,000-\$300,000
- ▶ ADDITIONAL DELAY OF 6 TO 12 MONTHS TO NEGOTIATE CHANGE ORDERS AND REDESIGN

CONTRACTS/AGREEMENTS POSSIBLY IMPACTED BY PROJECT MODIFICATION

- ▶ VILLAS 380 AGREEMENT
- ▶ FUNDING AGREEMENT WITH TxDOT (NCTCOG)
 - ▶ DELETE BICYCLE FEATURES - LOSE AT LEAST 10 POINTS
 - ▶ LOSS OF 13 POINTS PLACES PROJECT “BELOW THE LINE”
 - ▶ NCTCOG WILL RESCORE
- ▶ CONSTRUCTION CONTRACT WITH REBCON, INC.
 - ▶ CHANGE ORDER WILL INCREASE COSTS AND DELAY COMPLETION

OPTIONS AND STAFF DIRECTION

- ▶ STAY THE COURSE AND COMPLETE THE PROJECT AS DESIGNED

- ▶ MODIFY THE PROJECT
 - ▶ DELETE ROUNDABOUTS AND REDESIGN INTERSECTIONS +\$850,000 TO \$1,150,000
 - ▶ DELETE 30 ON-STREET PARALLEL PARKING SPACES +\$90,000 TO \$145,000
 - ▶ DELETE BICYCLE LANES AND CONVERT 30 PARALLEL TO 42 DIAGONAL PARKING SPACES +\$225,000 TO \$450,000
 - ▶ COMBINATION OF THE ABOVE
 - ▶ PROJECT COMPLETION WILL BE DELAYED FROM 6 TO 12 MONTHS FOR REDESIGN AND NEGOTIATION OF CHANGE ORDERS