

# Belt Line Road Next Steps

March 20, 2017

The logo for Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font inside a white circle. The circle is set against a blue background that is part of a larger graphic element on the right side of the slide.

## Phase 1 Underground Project Update

A small version of the Addison logo, consisting of the word "ADDISON" in blue text inside a white circle, which is itself inside a blue circle.

- Construction Start date – October 31, 2014
- Contract end date – November 27, 2016
  - Contract value - \$9,279,722.48
- Completed Elements
  - Electric Duct Bank Construction
  - 2 of 3 Oncor circuits cable pulled, energized, customer services connected to new underground cable
  - Telecommunications duct bank construction
  - AT&T cable pulled through conduit
  - Water line improvements

## Phase 1 Underground Project Update

The logo for ADDISON, consisting of the word "ADDISON" in white capital letters inside a blue circle.

- Elements In Progress
  - Landscaping and irrigation in medians and right-of-way
  - Traffic signal upgrades at Commercial, Business, Marsh, and the Mid-block crossing
  - Temporary intersection corners
  - 3rd Oncor circuit cable pull and service connections
  - Time Warner Cable (TWC) cable pulling, splicing, and service connections

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## Phase 1 Underground Project Update

The logo for ADDISON, consisting of the word "ADDISON" in white capital letters inside a blue circle.

- Elements Remaining to be Completed
  - AT&T cable splicing and service connections
  - Fiberlite cable pull and service connections
  - Telecommunications aerial cable demolitions
- To be completed once aerial utilities have been removed
  - Oncor Aerial Cable Demolition and Pole Removal
  - Traffic Signal Upgrades at Runyon and Surveyor
  - Permanent Intersection Plazas
  - Final landscaping restoration

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## Construction Contract Update

A blue circular logo with the word "ADDISON" in white capital letters.

- The construction contract end date was November 27, 2017
- Various landscaping, traffic signal, and corner treatment elements were not done by the contract end date
  - Delays for which Contractor is responsible
  - Delays caused by interference with utility companies
  - Delays due to engineering design
- Next steps
  - Change order to accommodate design changes
  - Contractor will continue to work on self-inflicted delays
  - Contractor will continue work on work associated with design changes

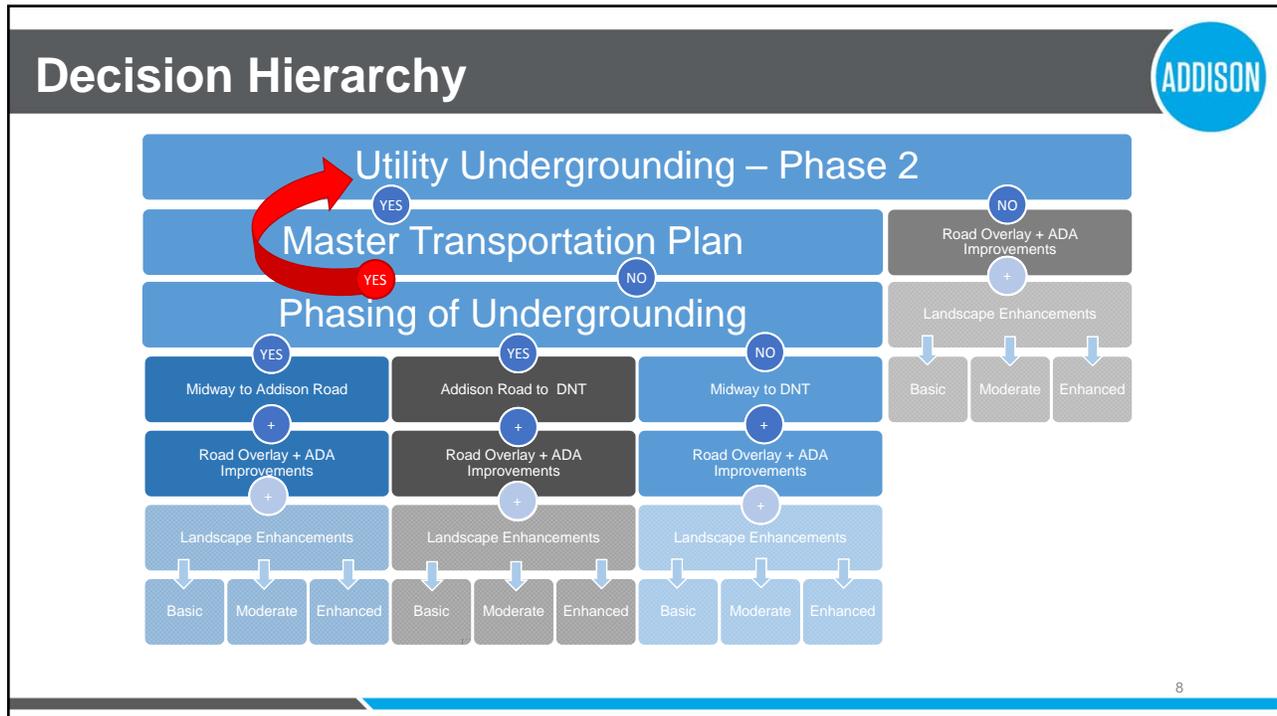
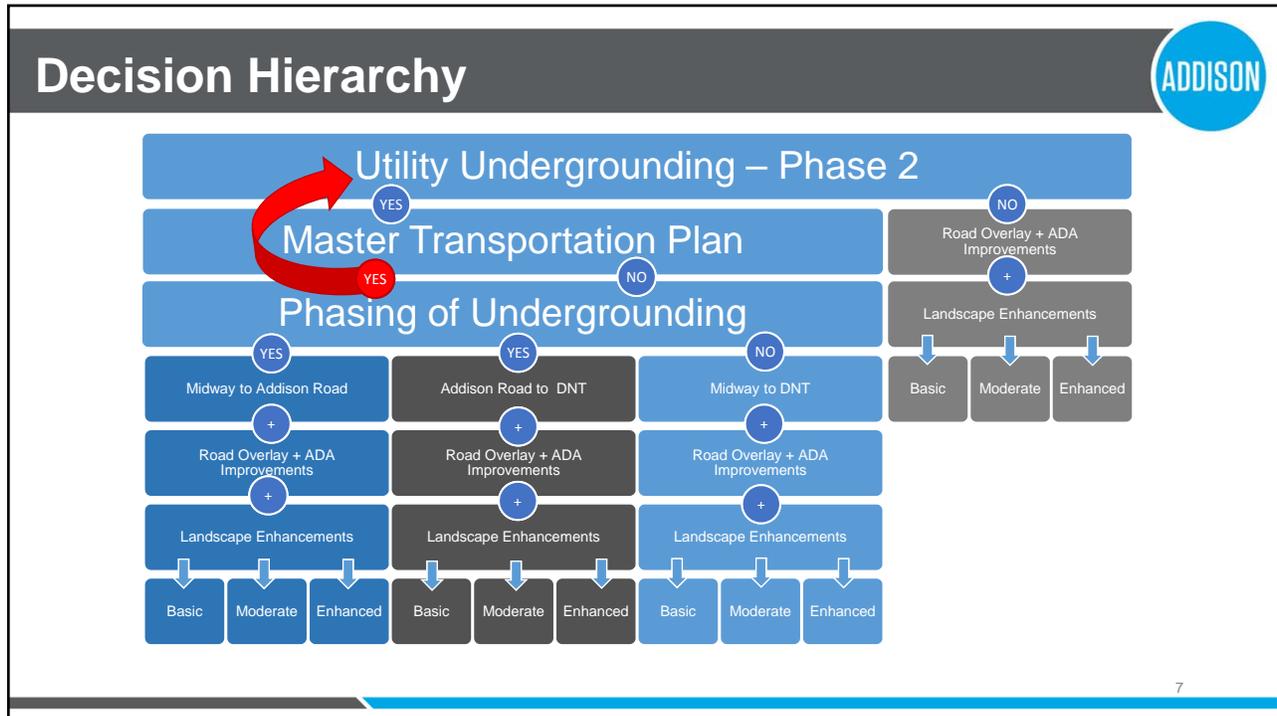
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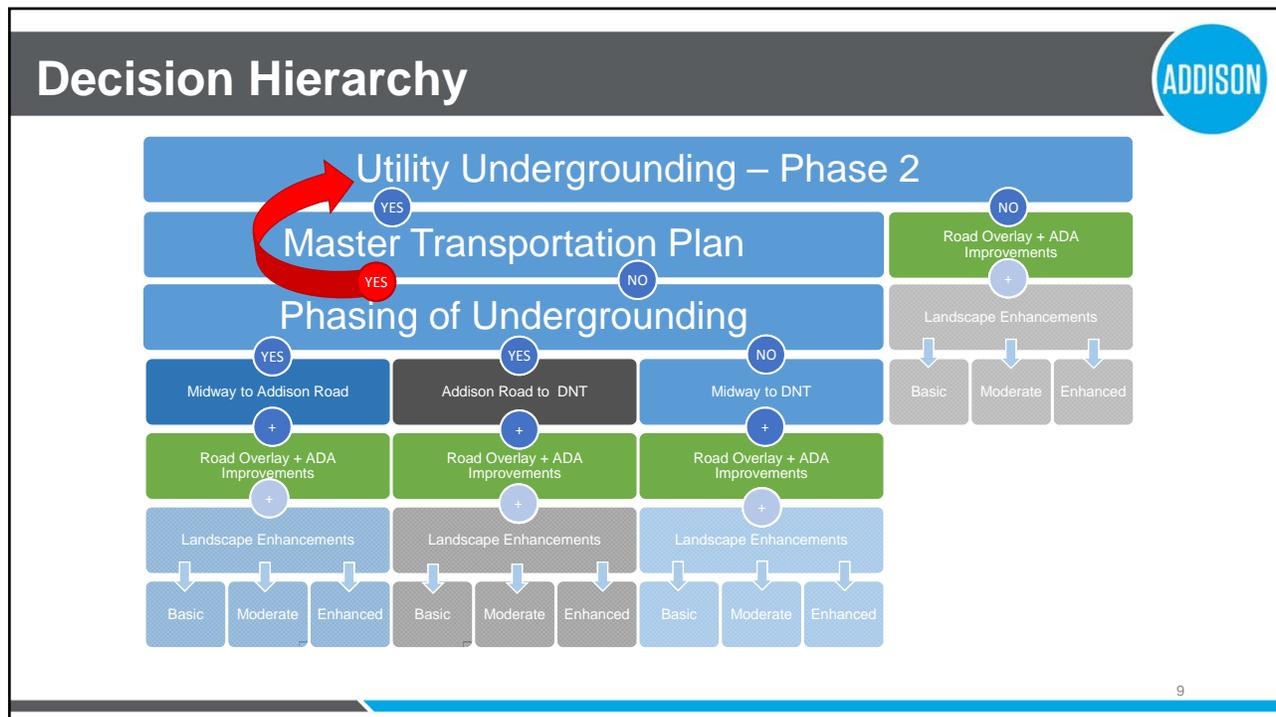
## Construction Contract Update

A blue circular logo with the word "ADDISON" in white capital letters.

- Next steps (continued)
  - Town will issue a “Suspension of Work/Stop Work Order”
    - Based on time between Contractor’s completion of above and Utility companies completion of their work
  - Contractor will complete work once Utility companies work is complete

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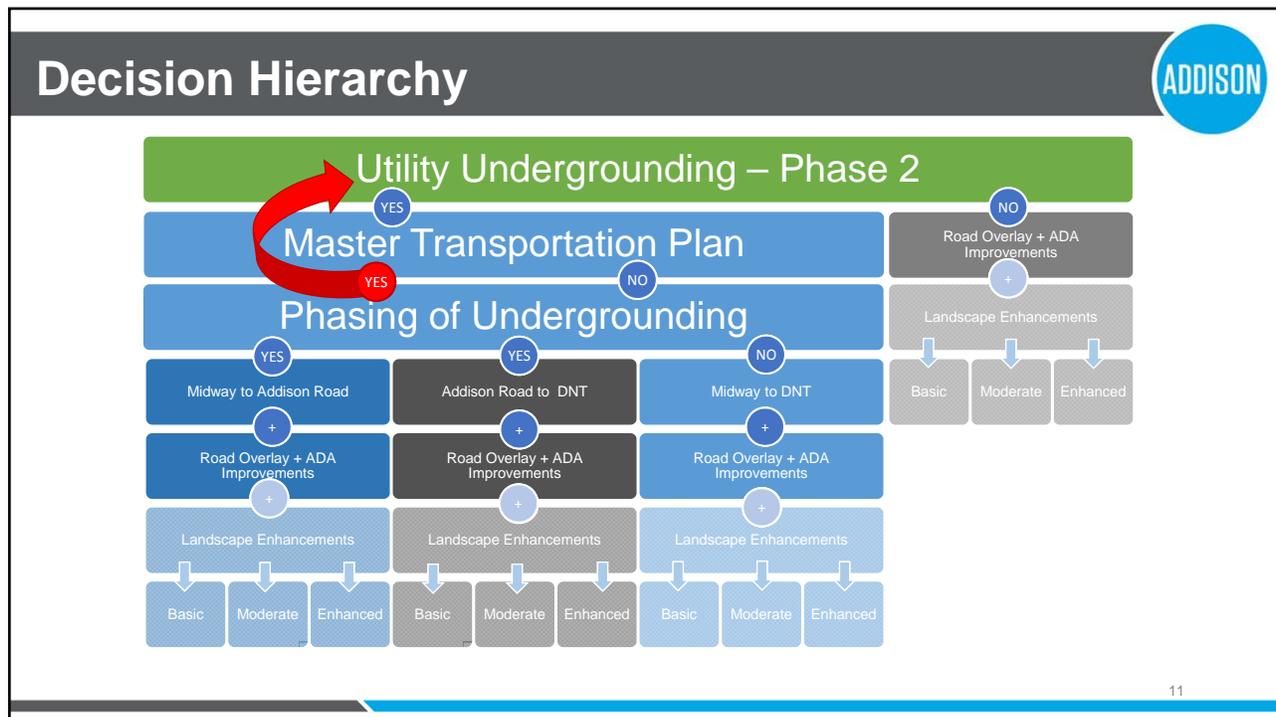




## Street Overlay

- Marsh to Tollway
- Must be done regardless of outcome related to future phase discussion
- Last done in 2005
  - Life expectancy 7-10 years
- Scope includes:
  - Mill and overlay of existing road surface
  - Remarking/striping
  - ADA compliance improvements

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## Utility Undergrounding

- The existing scope of Phase 2 for Midway to Tollway is similar to the scope of Phase 1
- Scope includes:
  - Undergrounding the overhead utilities
  - Sidewalk expansion only within existing ROW limits
  - ADA improvements
  - Traffic signal improvements
  - Water infrastructure improvements
- 90% construction plans for existing scope of Phase 2 utility undergrounding are complete
- Approximately \$900,000 spent on design to date

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## Projected Construction Costs - Assumptions



- Phase 1 costs are based on both actuals to date and projections
- Overlay costs not included in projected costs
- Phase 2 costs are shown in 2016 dollars
- No cost information from the telecommunications providers for Phase 2
- Oncor cost is an estimate - Town will pay actuals
- Phase 2 costs are based on the current design
- No costs associated with the Master Transportation Plan have been included

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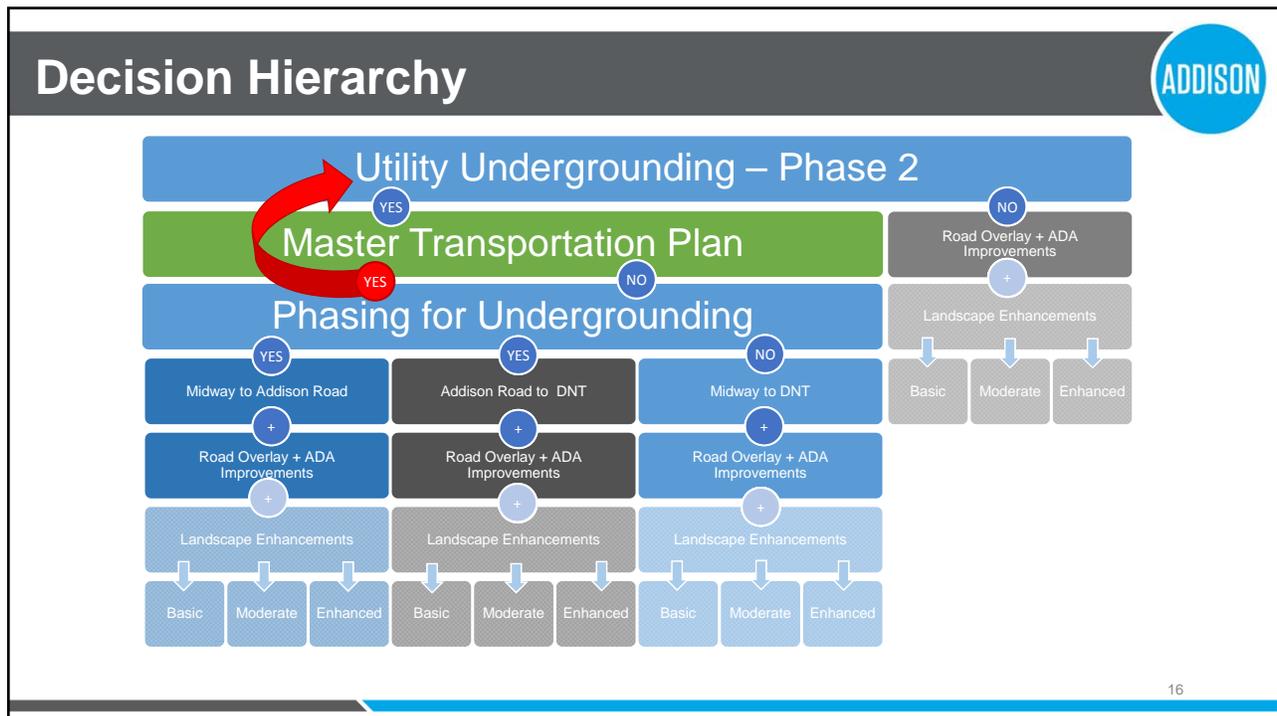
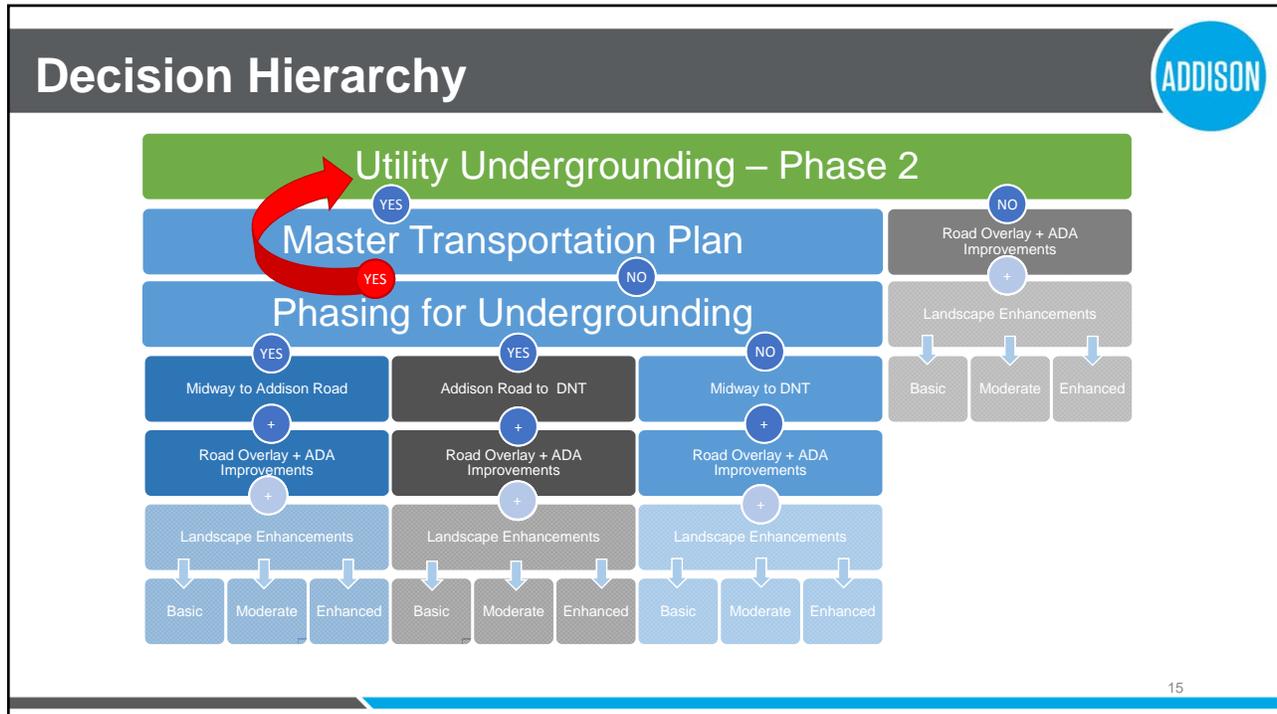
## Projected Construction Costs



### Belt Line Budget Analysis

<u>Activity</u>	Phase 1	Phase 2
	<u>Projected Cost</u>	<u>Projected Cost</u>
Civil Construction	\$ 9,257,437	\$ 8,000,000
Land Acquisition	\$ 909,469	\$ 900,000
Oncor Reimbursement	\$ 4,600,000	\$ 6,000,000
Telecom Reimbursement	\$ 393,372	TBD
Project Management	\$ 287,088	\$ 100,000
Engineering	\$ 2,388,742	\$ 500,000
Construction Admin, Inspection, PM	\$ 576,945	\$ 650,000
Appraisal Fee	\$ 113,000	\$ 120,000
Geotech & Materials Testing	\$ 100,000	\$ 120,000
Direct Costs (Printing, Adv., Etc.)	\$ 71,000	\$ 100,000
<b>Total</b>	<b>\$ 18,697,053</b>	<b>\$ 16,490,000</b>

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## Master Transportation Plan

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- Current Conditions
  - Marsh to Midway – sidewalks were added and widened where possible, but remain immediately back of curb in most locations
  - Midway to Tollway – existing sidewalks in most locations are five feet wide and immediately back of curb

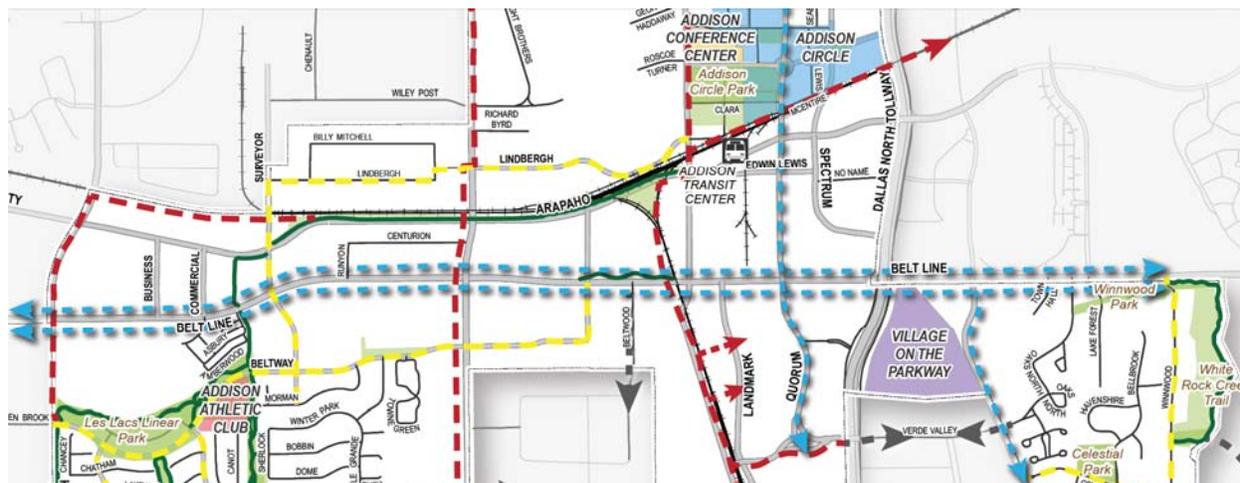


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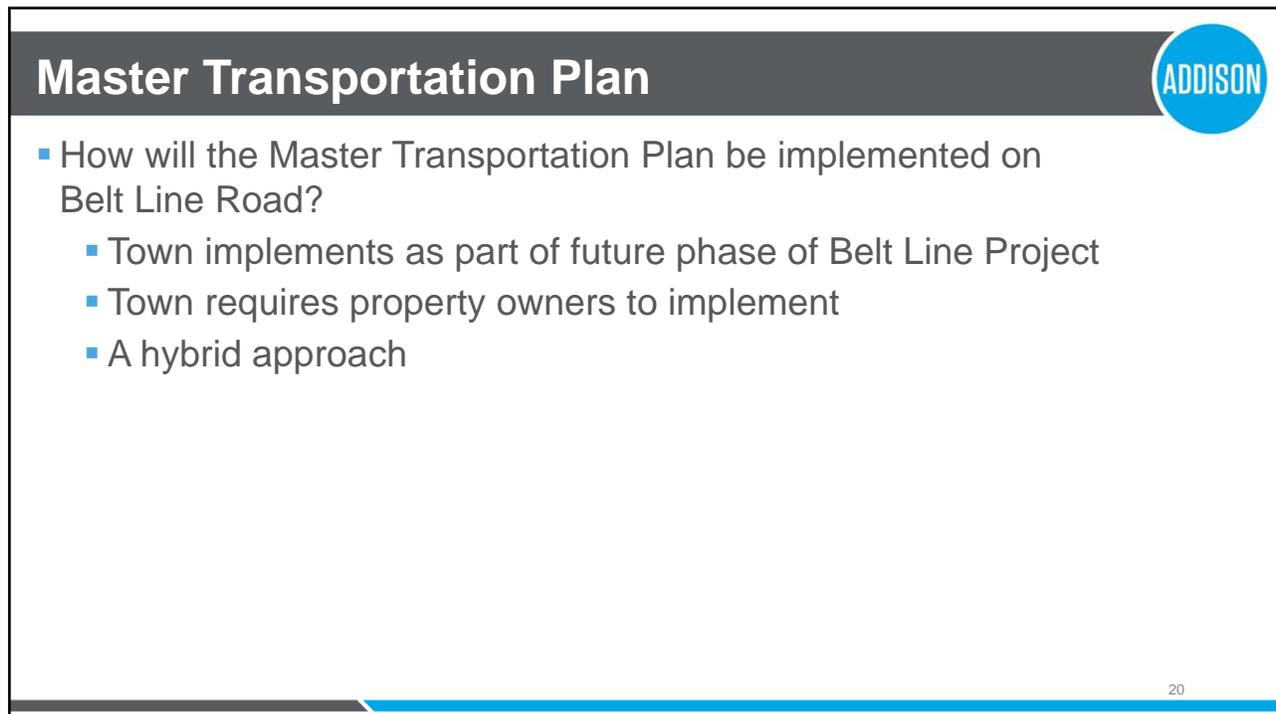
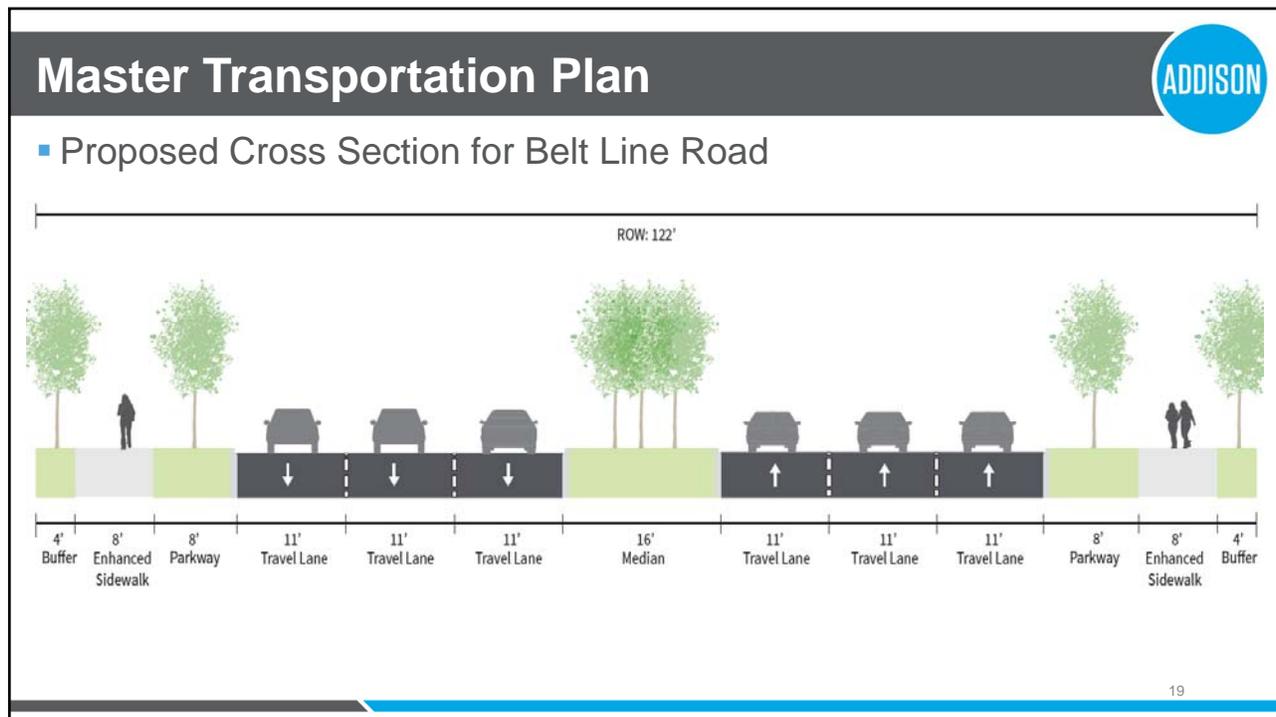
## Master Transportation Plan

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- Belt Line Road identified for an Enhanced Pedestrian Path



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## Master Transportation Plan



- Town implements as part of future phase of Belt Line Project
  - Considerations:
    - Additional right-of-way acquisition costs
    - Additional design, redesign and construction costs
    - Impact on private development
      - Parking
      - Existing landscaping
    - Ensures consistent look and pedestrian experience
    - Timeline: Town controls project timeline

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## Master Transportation Plan



- Town requires property owners to implement
  - Considerations:
    - Town must determine what triggers new standards to be implemented
    - May discourage reinvestment in properties
    - Ability to comply / balance priorities?
      - Parking
      - Landscaping
    - Difficult to transition from new standards on one property to old standards on another
    - Inconsistent look and pedestrian experience
    - Timeline: Indefinite, completely dependent on property owners

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## Master Transportation Plan

ADDISON

- Hybrid approach
  - The Town could apply the standards where land dedicated and/or acquisition would not interfere with parking or where property owner was willing to give up parking.
  - Properties that opt out of the Town's project would have to meet new standards when their actions trigger implementation
  - Considerations:
    - Mix of considerations from the prior two approaches
    - Is there a fairness issue?
    - Timeline: Indefinite, completely dependent on property owners

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## Master Transportation Plan

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## Master Transportation Plan

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- Example: Macaroni Grill/Chamberlains Fish Market



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## Master Transportation Plan

ADDISON

- Example: Macaroni Grill/Chamberlains Fish Market

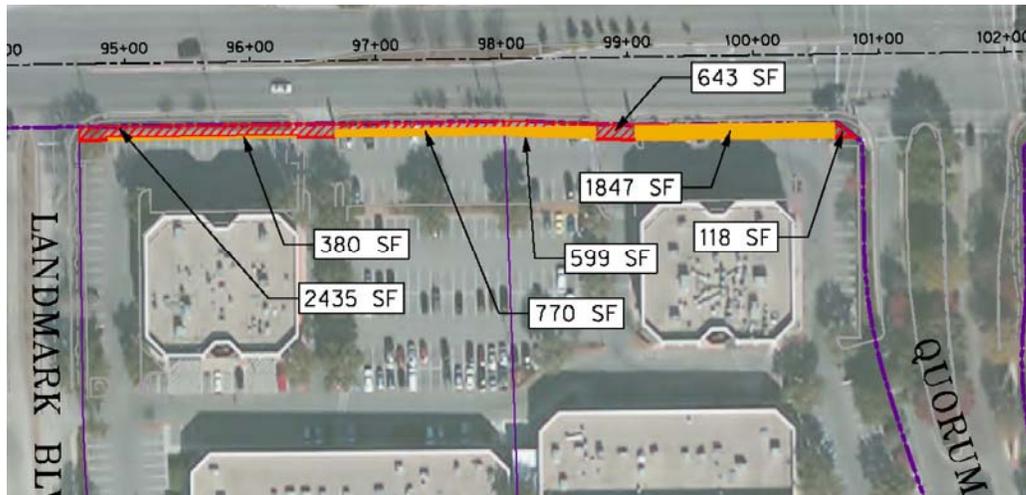


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## Master Transportation Plan

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- Example: Quorum II



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## Master Transportation Plan

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- Example: Quorum II



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# Master Transportation Plan

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- How will the Master Transportation Plan be implemented on Belt Line Road?
  - Town implements as part of future phase of Belt Line Project
  - Town requires property owners to implement
  - A hybrid approach

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# Decision Hierarchy

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The diagram is a decision tree starting with 'Utility Undergrounding – Phase 2'. A red arrow points from this box to 'Master Transportation Plan'. From 'Master Transportation Plan', a 'YES' path leads to 'Phasing for Undergrounding' and a 'NO' path leads to 'Road Overlay + ADA Improvements'. 'Phasing for Undergrounding' branches into three segments: 'Midway to Addison Road', 'Addison Road to DNT', and 'Midway to DNT'. Each segment has a 'YES' or 'NO' decision point. 'Midway to Addison Road' and 'Midway to DNT' have 'YES' paths leading to 'Road Overlay + ADA Improvements' and 'Landscape Enhancements', while 'Addison Road to DNT' has a 'YES' path leading to 'Road Overlay + ADA Improvements' and a 'NO' path leading to 'Landscape Enhancements'. 'Landscape Enhancements' further branches into 'Basic', 'Moderate', and 'Enhanced' levels. The 'NO' path from 'Master Transportation Plan' leads to 'Road Overlay + ADA Improvements', which then leads to 'Landscape Enhancements' and finally to 'Basic', 'Moderate', and 'Enhanced' levels.

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