



**AGENDA
SPECIAL MEETING OF THE CITY COUNCIL**

March 20, 2017

**4:00 PM
ADDISON TREEHOUSE
14681 MIDWAY ROAD
SUITE 200
ADDISON, TEXAS 75001**

SPECIAL MEETING

1. Present, Discuss, And Consider Action On An **Update On Phase 1 Of The Belt Line Road Utility Undergrounding Project And Next Steps Related To The Potential Future Phases Of The Project, Including But Not Limited To The Undergrounding Of Overhead Utilities East Of Midway Road, Implementation Of The Master Transportation Plan, Road Overlay, And Landscape Elements.**

Adjourn Meeting

NOTE: The City Council reserves the right to meet in Executive Session closed to the public at any time in the course of this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551, including §551.071 (private consultation with the attorney for the City); §551.072 (purchase, exchange, lease or value of real property); §551.074 (personnel or to hear complaints against personnel); §551.076 (deployment, or specific occasions for implementation of security personnel or devices); and §551.087 (economic development negotiations). Any decision held on such matters will be taken or conducted in Open Session following the conclusion of the Executive Session.

Posted:

Laura Bell, 03/16/2017, no later than 5:00 pm

**THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES.
PLEASE CALL (972) 450-7017 AT LEAST
48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.**

AI-2135

Special Worksession

Meeting Date: 03/20/2017

Department: Infrastructure- Development Services

AGENDA CAPTION:

Present, Discuss, And Consider Action On An **Update On Phase 1 Of The Belt Line Road Utility Undergrounding Project And Next Steps Related To The Potential Future Phases Of The Project, Including But Not Limited To The Undergrounding Of Overhead Utilities East Of Midway Road, Implementation Of The Master Transportation Plan, Road Overlay, And Landscape Elements.**

BACKGROUND:

The 2012 Bond Program included a project to underground the overhead utilities on Belt Line Road from Marsh Lane to the Dallas North Tollway. Phase 1 of this project, from Marsh Lane to Midway Road, is nearing completion. In addition to consideration of the undergrounding, the Town recently adopted a new Master Transportation Plan. This Plan designated Belt Line Road as an enhanced pedestrian path that would include wider sidewalks pulled away from the back of curb.

Staff will provide an update on Phase 1 of the utility undergroundg project and present options to consider and request direction from Council to determine how to proceed with potential future phases of the project from Midway Road to the Dallas North Tollway. The discussion will include whether the Town will continue undergrounding the overhead utilities east of Midway Road and how the Master Transportation Plan should be implemented on Belt Line Road. Additionally, staff will discuss the need for an overlay of Belt Line Road and request direction on the timing of that overlay.

RECOMMENDATION:

Staff is requesting direction from the City Council.

Attachments

Presentation

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

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

- 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

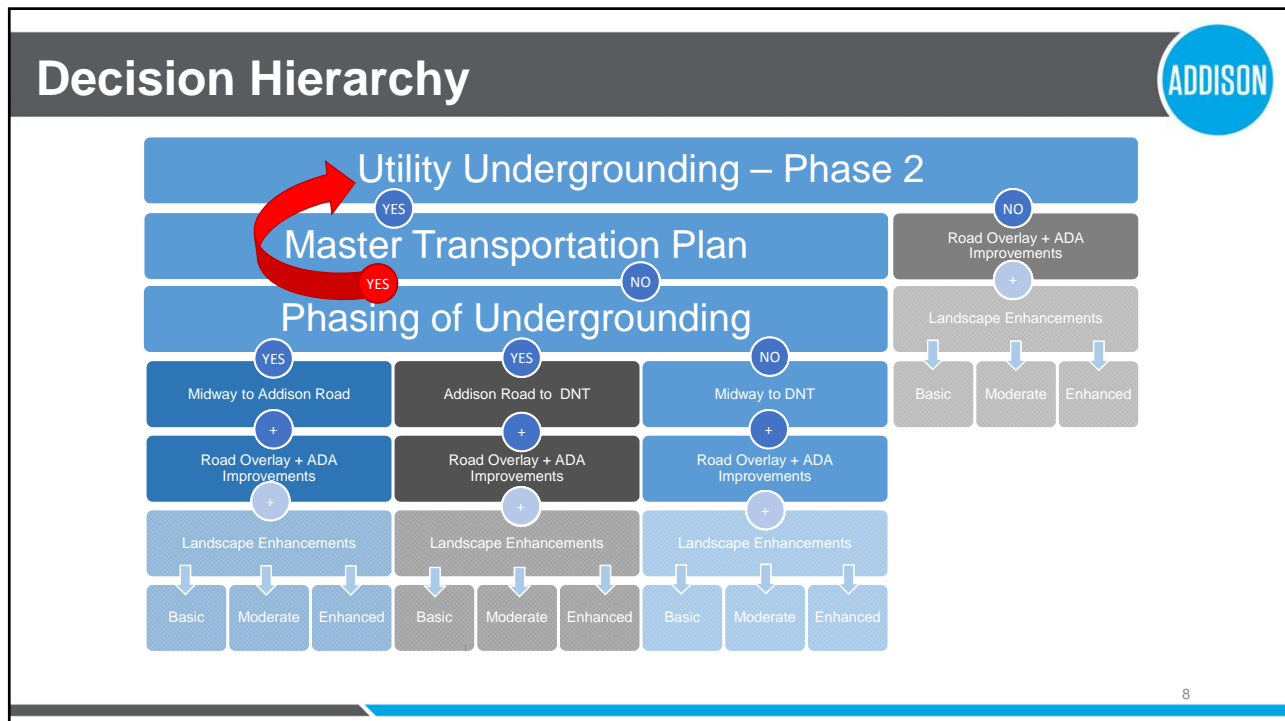
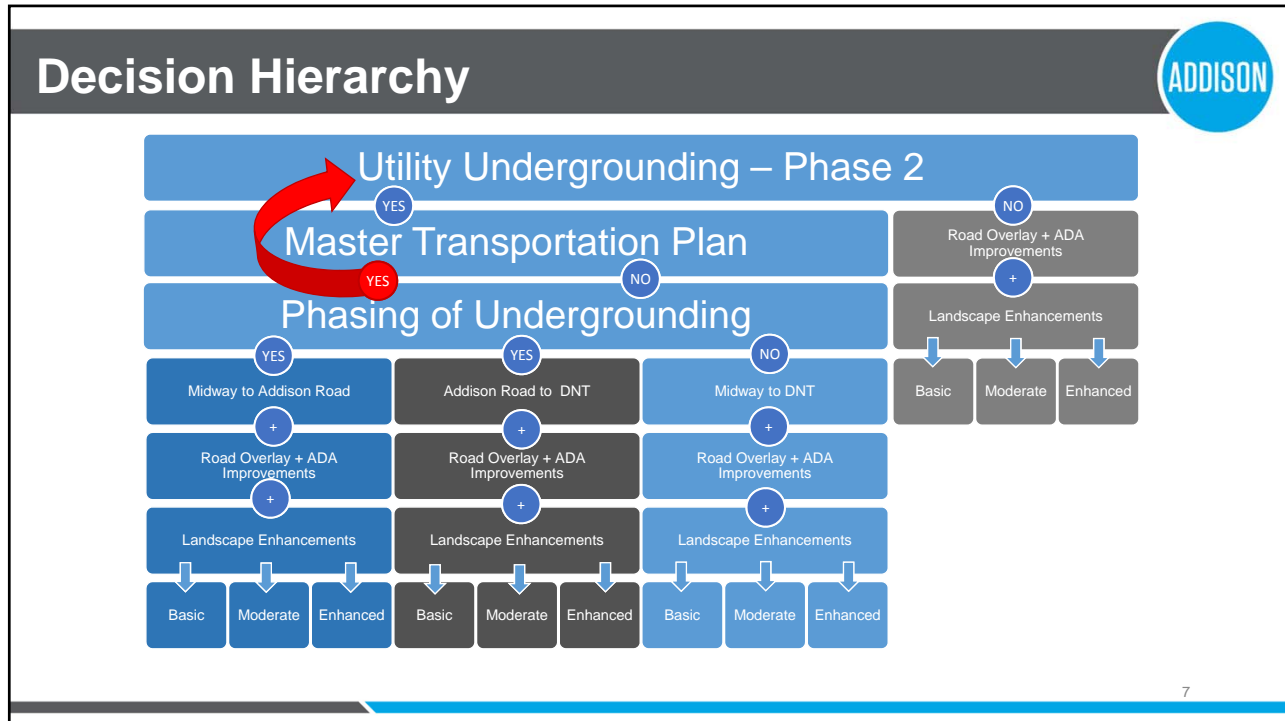
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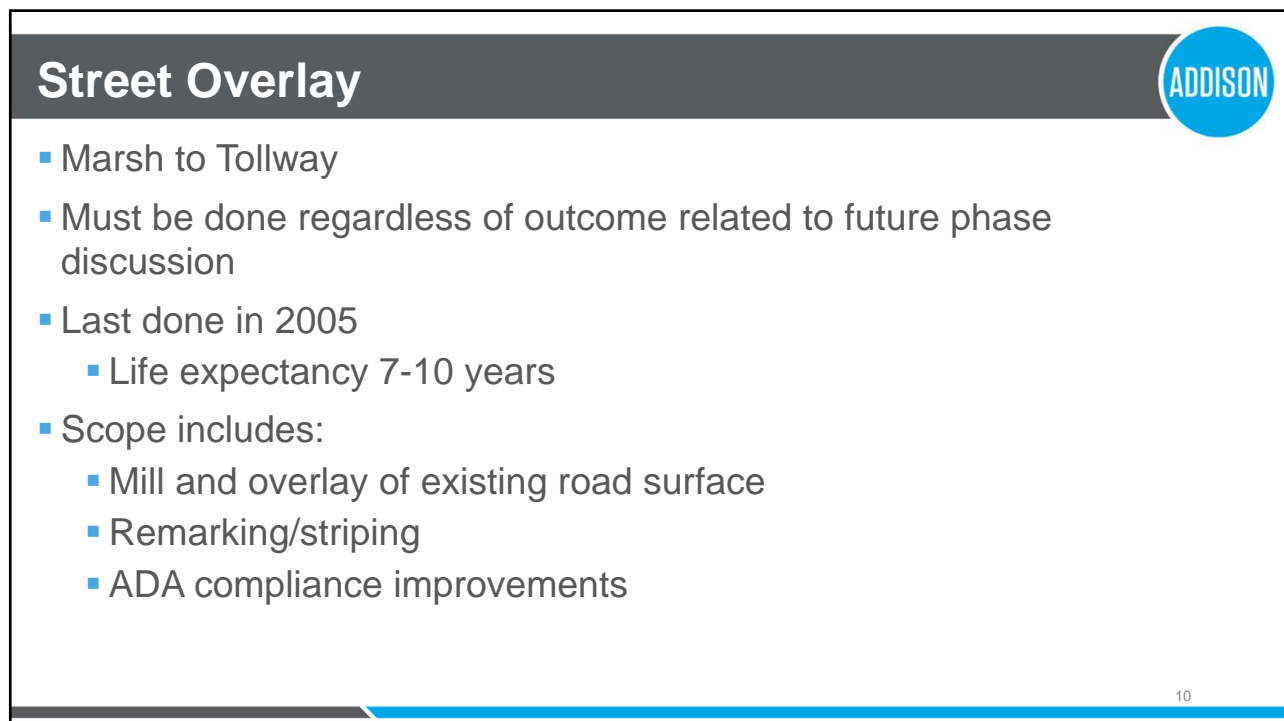
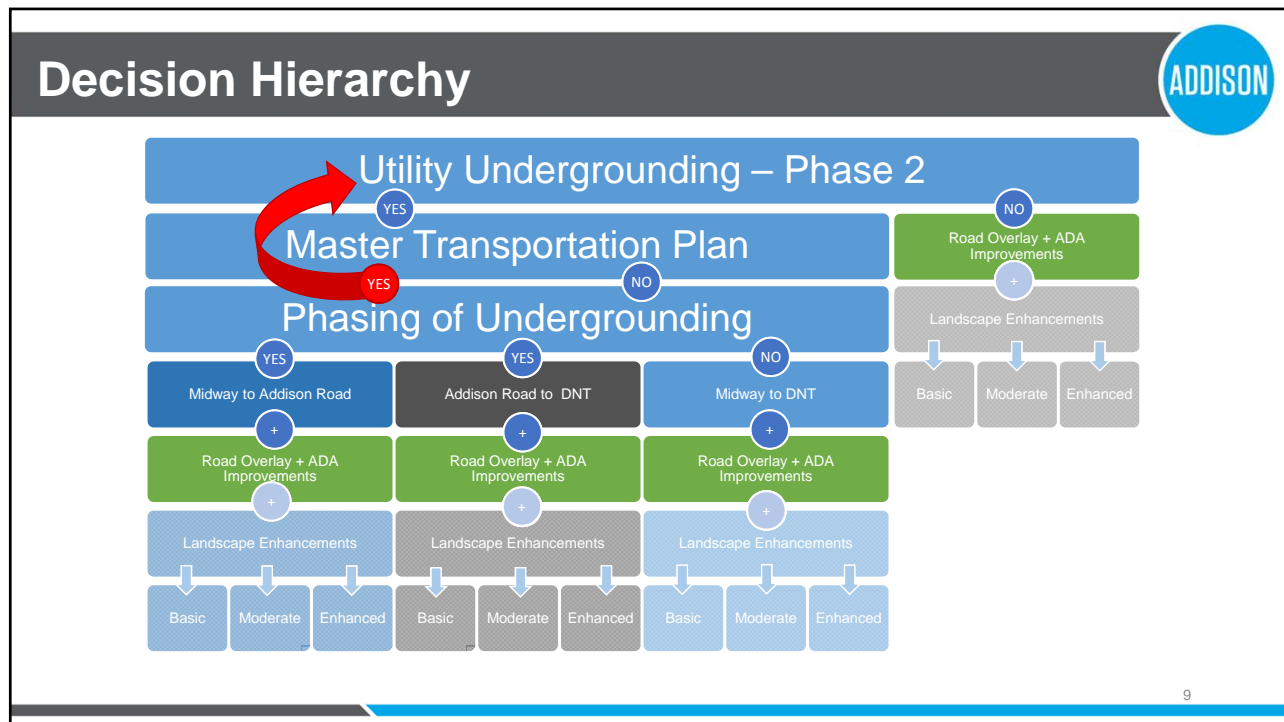
Construction Contract Update

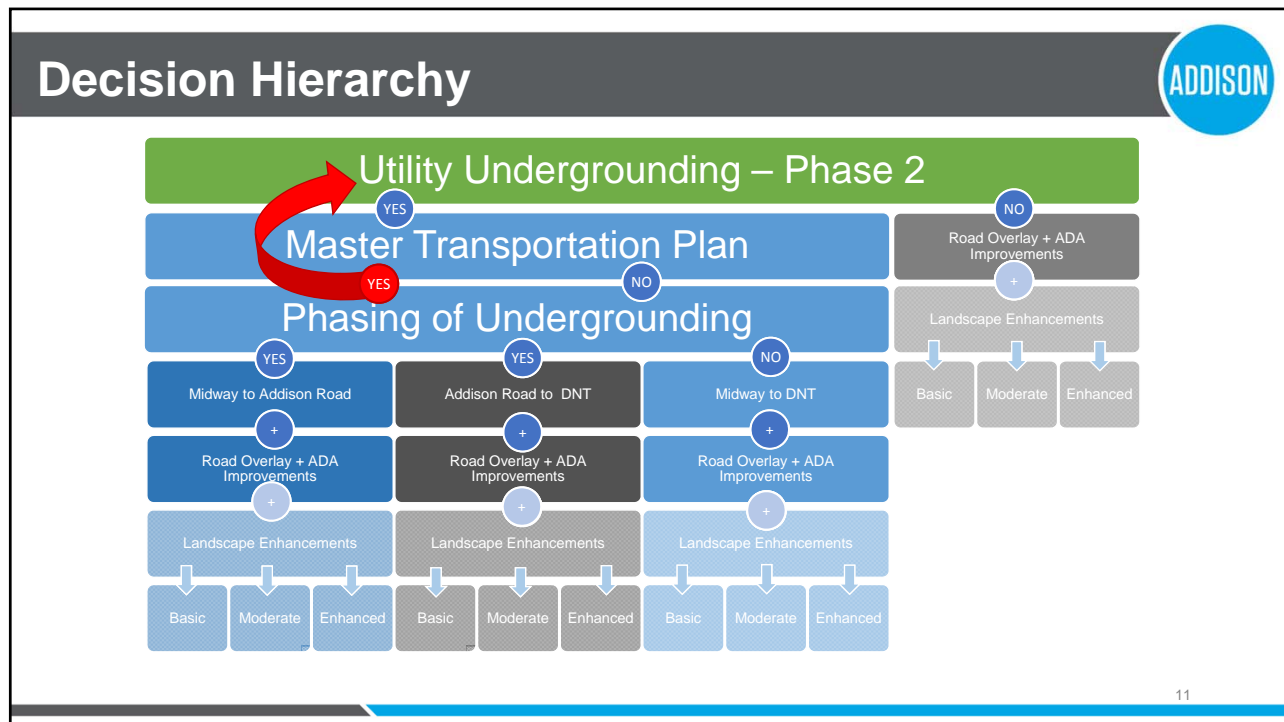
The logo for Addison, featuring the word "ADDISON" in white capital letters inside a blue circle.

- 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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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

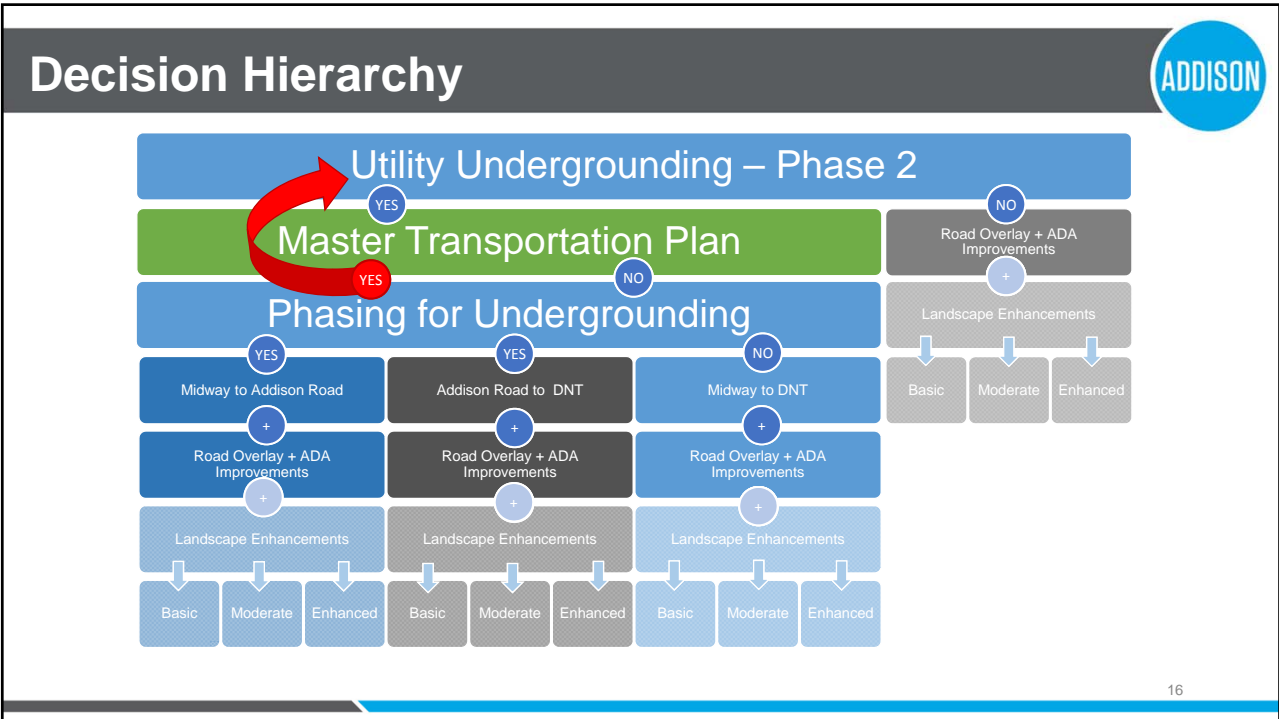
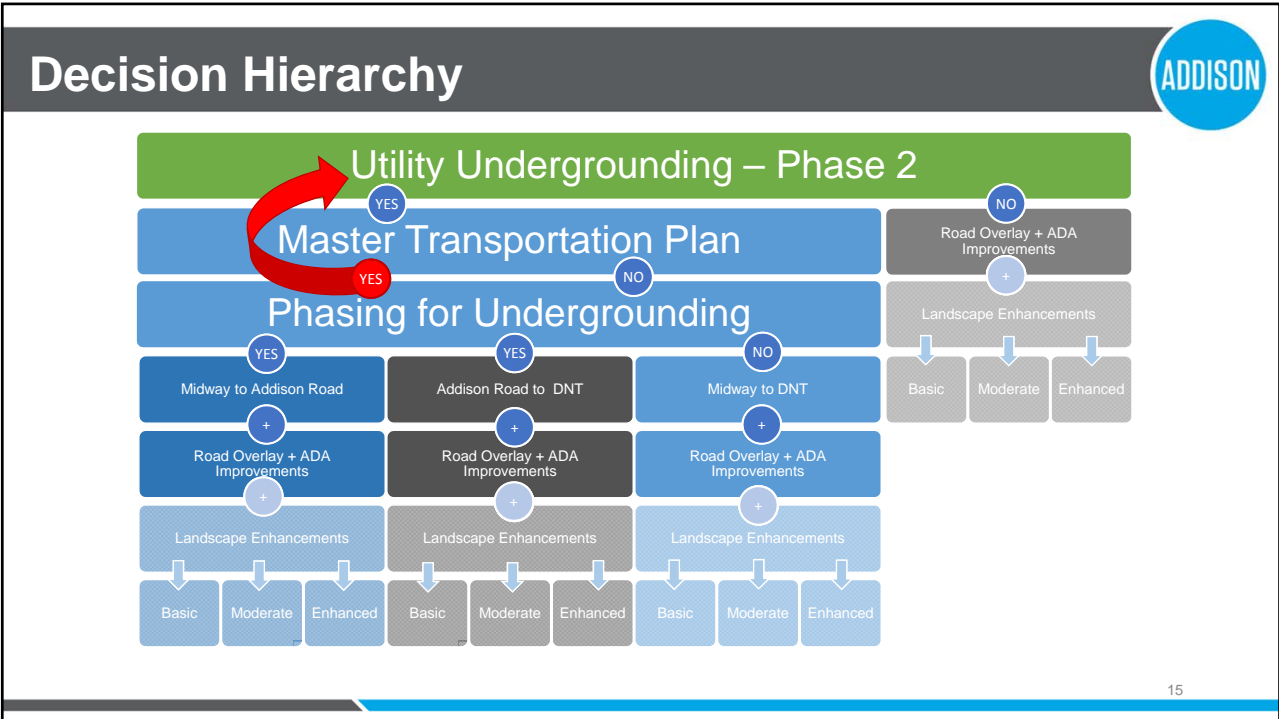
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Projected Construction Costs



Belt Line Budget Analysis		
	Phase 1	Phase 2
<u>Activity</u>	<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
Total	\$ 18,697,053	\$ 16,490,000

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Master Transportation Plan

ADDISON

- 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

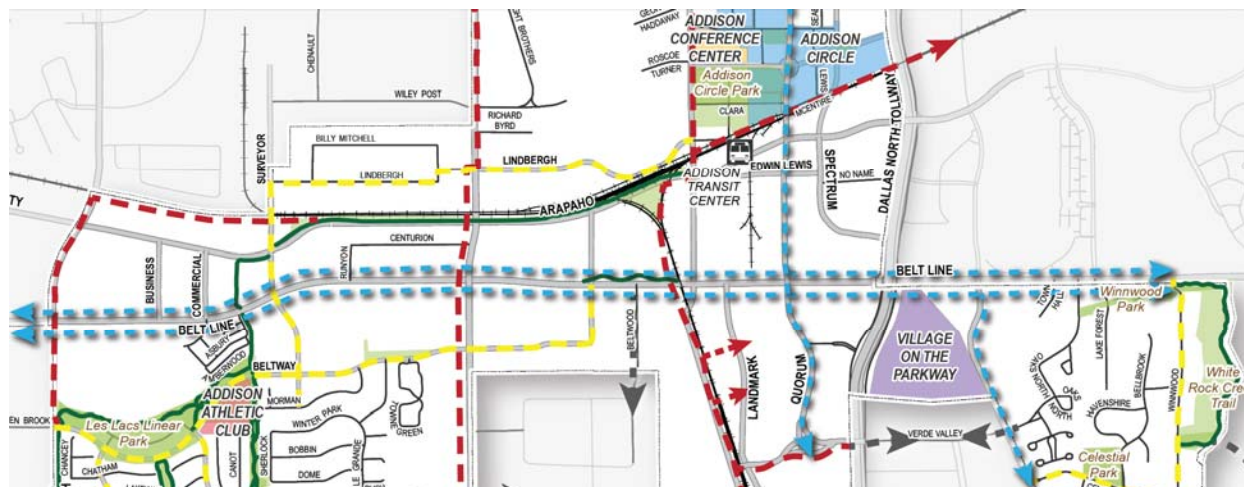


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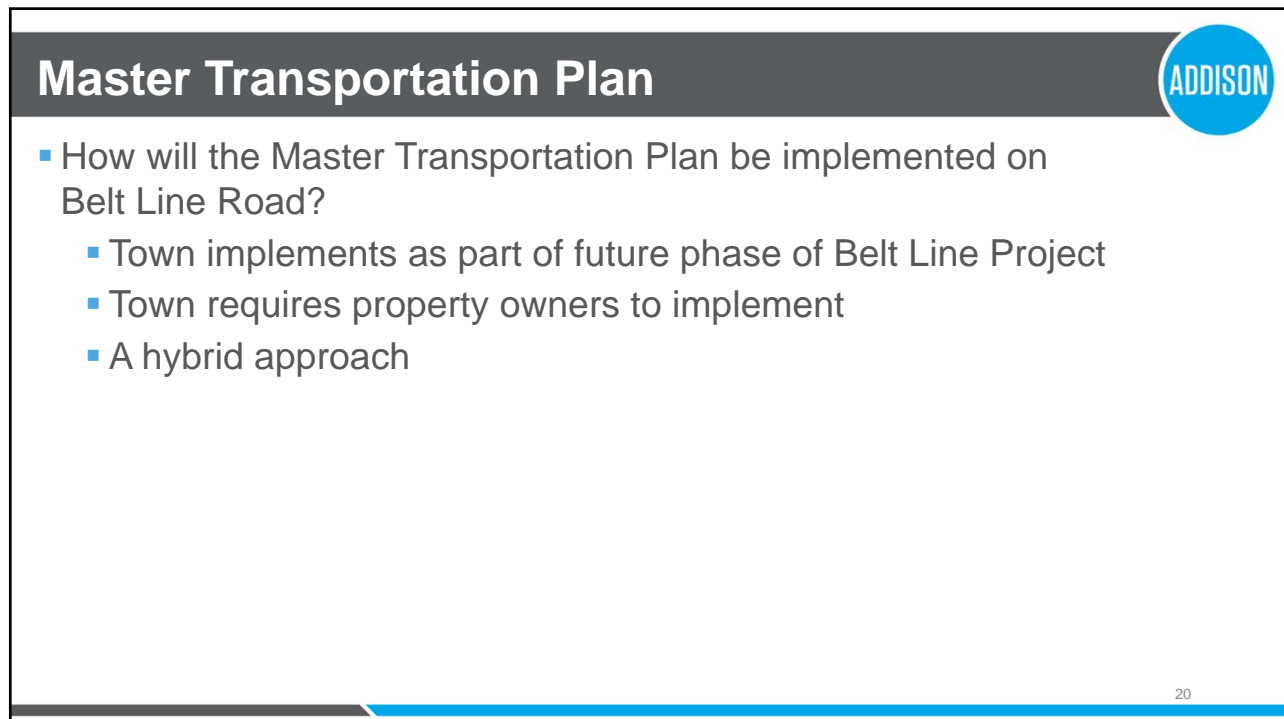
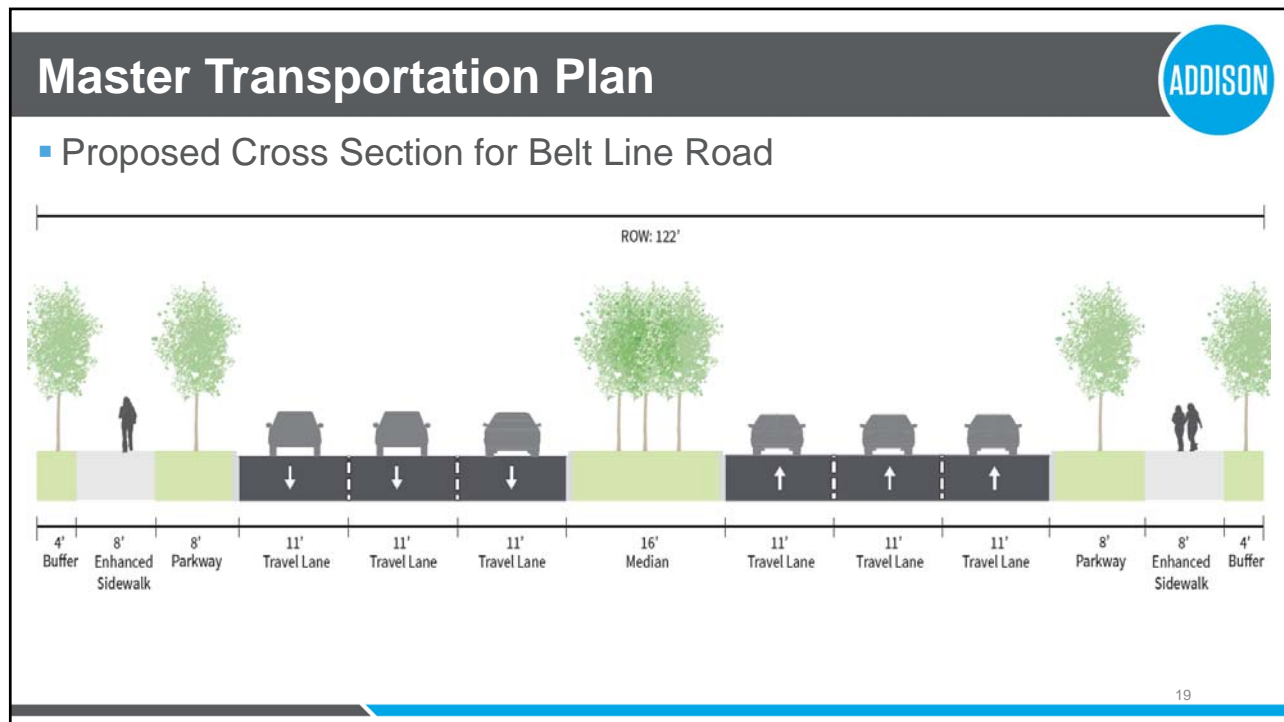
Master Transportation Plan

ADDISON

- 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

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- 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

ADDISON

- 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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