

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

APRIL 12, 2016

**FLOWER MOUND TOWN HALL
2121 CROSS TIMBERS ROAD
FLOWER MOUND, TEXAS**

6:30 P.M.

AN AGENDA INFORMATION PACKET IS AVAILABLE ONLINE
WWW.FLOWER-MOUND.COM/AGENDACENTER

A. CALL REGULAR MEETING TO ORDER – 6:30 PM

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

Please fill out an “Appearance Before Transportation Commission” form in order to address the Transportation Commission, and turn the form in prior to Public Participation, or by 6:30 p.m. to the Town staff. Speakers are normally limited to three minutes. Time limits can be adjusted by the Chair as to accommodate more or fewer speakers.

The purpose of this item is to allow the public an opportunity to address the Transportation Commission on issues that are not the subject of a public hearing. Any item requiring Public Hearing will allow the public to speak at the time that the item appears on this agenda as indicated as a “Public Hearing”.

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Dixon Lane stop signs update
- Fairway Drive closure
- Future Transportation Commission meeting dates

E. CONSENT AGENDA – Consent Items

This agenda consists of non-controversial or "housekeeping" items and may be approved with a single motion. A member of the Transportation Commission may request an item(s) be withdrawn from the consent agenda and moved to regular agenda for discussion by making such request prior to a motion and vote on the Consent Agenda.

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on February 9, 2016.

F. REGULAR ITEMS

2. Consider a recommendation to staff for possible solutions for Pedestrian Crossing at the Post Oak Park Entrance and the Skillern Road/River Hill Drive intersection.
3. Consider a recommendation to staff for a proposed list of Proposed Sidewalk Links locations for inclusion in the FY 2016/2017 Sidewalk Links Construction Project, through the Annual Budget process.

G. WORK SESSION ITEMS

4. Update on Streets Projects Five Year Capital Improvement Plan (CIP).
5. Update on Street Reconstruction Projects Five Year Capital Improvement Plan (CIP).
6. Update on Signal Projects Five Year Capital Improvement Plan (CIP).

H. ADJOURNMENT


Matthew Hotelling, Traffic Engineer

I do hereby certify that the Notice of Meeting was posted on the bulletin board in Town Hall of the Town of Flower Mound, Texas, a place convenient and readily accessible to the general public at all times and said Notice was posted on the following date and time: April 8, 2016 at 5:00 PM, at least 72 hours prior to the scheduled time of said meeting.


Delona Verplank, Administrative Assistant

The Flower Mound Town Hall and Council Chambers are wheelchair accessible. Requests for accommodations or interpretive services must be made at least 48 hours prior to this meeting by contacting Delona Verplank, Administrative Assistant at 972-874-6317. Reasonable accommodations will be made to assist your needs.



TRANSPORTATION COMMISSION AGENDA ITEM NO. 1

CONSENT ITEM

DATE: April 12, 2016

FROM: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer

ITEM: Consider approval of the minutes from the regular meeting of the Transportation Commission held on February 9, 2016.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the February 9, 2016 regular meeting of the Transportation Commission.

CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Draft minutes from the February 9, 2016 regular meeting of the Transportation Commission.

RECOMMENDATION: Move to approve the minutes from the February 9, 2016 regular meeting of the Transportation Commission.

THE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 9TH DAY OF FEBRUARY, 2016 IN THE FLOWER MOUND TOWN HALL, LOCATED AT 2121 CROSS TIMBERS ROAD, IN THE TOWN OF FLOWER MOUND, COUNTY OF DENTON, TEXAS AT 6:30 P.M.

The Transportation Commission met in regular session with the following members present:

Chris Reed	Vice Chair
Robert Caput	Commissioner, Place 2
Ron Hogue	Commissioner, Place 3
David Bell	Commissioner, Place 4
Donald Gilmore	Commissioner, Place 5
Andy Allen	Commissioner, Place 9

Constituting a quorum with the following members absent:

Thomas Walker	Chair
Robert Gunter	Commissioner, Place 1
Vacant	Commissioner, Place 8

(Places 8 and 9 of the Commission do not vote on items unless they sit in place of one of the regular members; Places 1-7.)

With the following members of the Town Staff participating:

Matthew Hotelling	Traffic Engineer
Delona Verplank	Administrative Assistant

A. CALL TO ORDER - REGULAR SESSION – 6:30 P.M.

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

None.

D. TRAFFIC ENGINEER REPORT

1. Update status report related to operational issues, capital improvement projects, and TxDOT Projects
2. Pecan Acres connection update
3. Future Transportation Commission meeting dates

E. CONSENT AGENDA

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on January 12, 2016.

Commissioner Bell made a motion to approve the January 12, 2016 minutes as presented. Commissioner Hogue seconded the motion.

VOTE ON THE MOTION

AYES: Caput, Bell, Allen, Reed, Hogue, Gilmore

NAYS: None

ABSTAIN: None

ABSENT: Walker, Gunter

The motion passed with a vote of 6–0.

F. WORK SESSION

2. Update and Progress on the Prior Years Sidewalk Links Projects.

Presenter

Matt Hotelling, Traffic Engineer

G. ADJOURNMENT – 7:00 P.M.

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

Thomas Walker, Chairman

ATTEST:

Delona Verplank, Administrative Assistant



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

REGULAR ITEM

DATE: April 12, 2016

FROM: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer

ITEM: **Consider a recommendation to staff for possible solutions for Pedestrian Crossing at the Post Oak Park Entrance and the Skillern Road/River Hill Drive intersection.**

BACKGROUND INFORMATION: The location of Post Oak Park is bounded by Skillern Road to the west, Flower Mound Road to the north, the Wichita Chase Phase IV subdivision to the east, and the Dominion Estates subdivision to the south. See Attachment 1 Vicinity Map.

Skillern Road is classified as a Rural Collector on the Town's Thoroughfare Plan. The ultimate cross section will be an 80 feet Right of Way (ROW) section with 34 feet of pavement and 23 feet of bar ditch on either side of the roadway. Speed limit along Skillern Road is 30 mph. Ultimately Skillern will have bike lanes on either side of the travel lanes like Wichita Trail west of Simmons Road. The Rural Collector cross section does NOT have a sidewalk component as part of the cross section. The Parks and Trails Master Plan does have a trail along the east side of Skillern Road but it travels through the park and does not come out to the ROW of Skillern Road until the southern end of Post Oak Park.

River Hill Drive is classified as a Local Residential Estate roadway. The cross section is 26 feet of ROW with 17 feet of bar ditch on either side of the roadway. The speed limit of River Hill Drive is 25 mph. The Local Residential Estate cross section does NOT have a sidewalk component as part of the cross section. There is no trail along River Hill Drive on the Parks and Trails Master Plan. Therefore any pedestrian activity in this area is using the roadway for the walking surface.

Speed Study along Skillern Road: Recently there was a speed study conducted along Skillern Road for multiple reasons. One reason was to provide the Police Department with information indicating how many, how fast and when violators were violating the 30 mph speed limit along Skillern Road. The secondary reason for this study was to be able to perform a multiway stop analysis for this intersection. For any intersection that includes a Town Thoroughfare street, the location shall meet the guidelines set forth in the 2011 Texas Manual on Uniform Traffic Control Devices (TMUTCD). The TMUTCD states that to meet warrants for a multiway stop the following conditions must be met:

1. Where a traffic signal is justified
2. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop
3. Minimum volumes
 - a. Vehicle volume on the major street (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; AND the combined vehicular, pedestrian and bicycle volume averages at least 200 per hour for the same 8 hours with an average delay of at least 30 seconds per vehicle during the highest hour;
 - b. If the 85th percentile speed of the major street exceeds 40 mph, the minimum vehicular volume warrants are 70% of the values above.
4. If no single criterion is satisfied but number of crashes, and volume warrants (not including the 70% volume) is satisfied to 80% level also meets a multiway stop warrant.

Other criteria to be considered are:

- Need to control left turn conflicts
- Need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes (schools, downtown convention centers etc.)

- Location where the road user after stopping cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
- An intersection of two residential neighborhood collectors of similar design and operating characteristics where multiway stop would improve traffic operations

The speed study was conducted between March 15 and March 23, 2016. During those time periods, Skillern Road only meets the minimum 300 vehicles per hour for a maximum of 4 hours. Thus the volume warrants are not met under the 8 hour criteria. The 85th percentile speed was 36 mph. The pace speed was 26-35 mph with 65% within the pace speed. The average speed was 31 mph. This suggests that the speed limit should be raised to 35 mph.

A volume study was conducted during the same time period. The maximum 24 hour volume of an average day was 916 vehicles. The total vehicular volume during the 8 highest volume periods of Skillern Road totaled 549. This would mean in order to meet the minimum side street approach there would have to be 1,051 pedestrians and bicyclists combined during that same time period. This is highly unlikely and pedestrians and bicyclists were not counted.

Number of crashes reported by the Police Department within the previous 12 month was a total of: 2 crashes. Both were susceptible to correct. One was caused by two inexperienced 16 year old drivers. Both had the contributing factor of Failure to Yield Right of Way from the vehicle leaving River Hill Drive. This does not satisfy the crash warrant for a multiway stop.

Therefore, none of the warrants set forth in the TMUTCD are met for a multiway stop warrant analysis.

Visibility for vehicles and pedestrians at this intersection: The requirement for a 30 mph roadway is 200 feet of stopping sight distance. Considering that the 85th percentile speed was 36 mph, the approximate stopping sight distance is 250 feet. The field measurements for River Hill Drive looking to the south was >500 feet. The distance looking to the north was 317 feet. Therefore both directions were met. The field measurement from Post Oak Park after the Parks Department trimmed the trees looking to the north was over 400 feet. The field measurement looking to the south was 224 feet. Therefore it meets for 30 mph but short for 35 mph. See pictures in attachments 3 and 4. Once Skillern Road is reconstructed to its full cross section (approximately 11 feet wider pavement north of River Hill Drive and approximately 5 feet wider pavement south of River Hill Drive plus drainage improvement for the 23 foot wide bar ditch), the visibility restriction at this intersection will be removed. The section north of River Hill Drive is currently scheduled for FY 2017-2018.

Possible Solutions: There are several solutions that are plausible for this intersection. The first possible solution is to leave the intersection as status quo. The intersection does meet minimum sight distance for the posted speed limit. Police Department high enforcement/increased patrols of the area would likely be needed to keep speed at or below the posted speed limit. As mentioned before, the Police Department is in possession of the speed study so targeted patrols can be more efficient.

The next possible solution would be to close the park entrance. The sight visibility for vehicles leaving River Hill Drive exceeds the required stopping sight distance for both the posted speed limit and the 85th percentile speed. This would require patrons of Post Oak Park to travel to the public entrance off of Flower Mound Road instead of pedestrians walking along roadways that do not have pedestrian facilities and eliminate the visibility concern coming from the park itself.

The next possible solution would be to remove trees that are currently causing the sight visibility concern coming from the park to increase the sight visibility to greater than the sight distance required for the 85th percentile speed of 36 mph. Ultimately these trees would extremely likely need to be removed once the roadway/drainage improvements are widened to their ultimate cross section. This would allow pedestrians and vehicles alike greater visibility at this intersection.

The next possible solution would be to install pedestrian crossing warning signs with an advisory reduced speed plaque to better inform the driving public of potential pedestrian crossing activity at this location.

The pedestrian warning signs would not only be at the actual crossing itself but also in advance of the crossing. This would continue to require pedestrian to walk along roadways without pedestrian facilities.

The next possible solution to not only have the pedestrian warning sign system but also would be to perform the necessary construction work to place accessible (ADA) ramps on both sides of the roadway. This would also move the crossing to the south side of the existing concrete leading into the park since the ADA ramps would not be aligned where the existing concrete is located. A small sidewalk system including drainage improvements necessary to fit the ADA ramps would be necessary. By moving the crossing further to the south, the visibility concern also lessens because the crossing would be further around the curve to the south. If pedestrians chose not to use the new ADA ramp location, the situation would not be any different than it is today with the exception of the pedestrian warning sign system.

The next possible solution would be the same as the previous solution but with ramps installed, the addition of possible rapid flashing beacons could be installed. The flashing beacons would be pedestrian push button activated so persons crossing the roadway would be required to push these buttons in order to start the flashing process. If pedestrians chose not to use the new ADA ramp location or activate the flashers, the situation would not be any different than it is today with the exception of the pedestrian warning sign system.

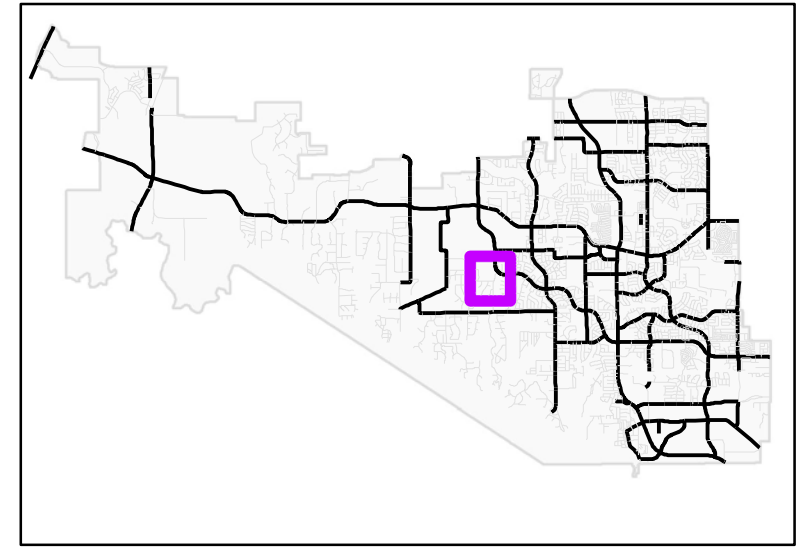
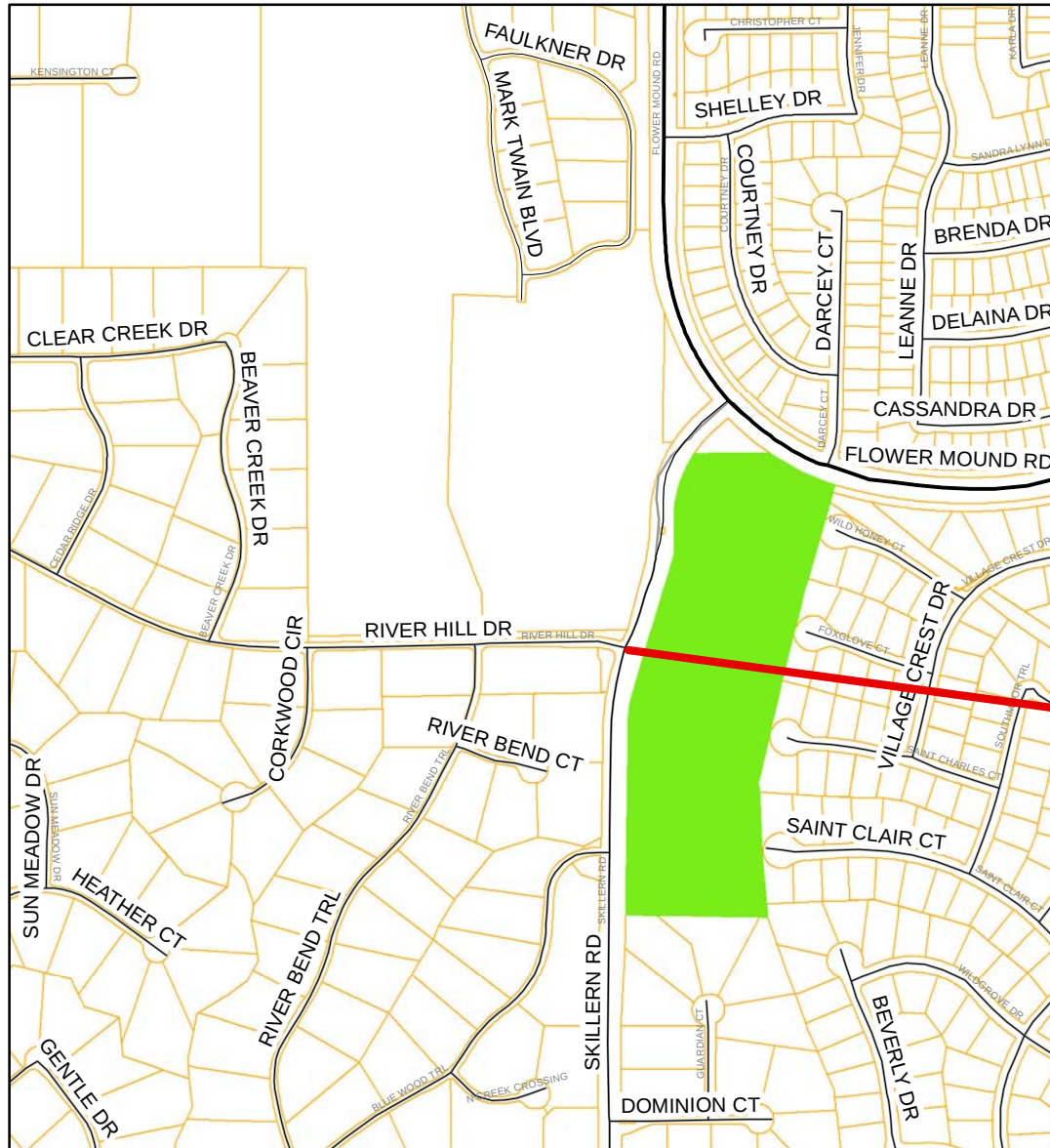
ATTACHMENTS:

1. Vicinity Map
2. Multiway Stop Warrants from TMUTCD
3. Pictures From River Hill Drive
4. Pictures From Post Oak Park

RECOMMENDATION: Move to recommend to staff the following solution _____ for the Pedestrian Crossing at the Post Oak Park Entrance and the Skillern Road/River Hill Drive intersection.

Vicinity Map - Post Oak Park at Skillern Road/River Hill Drive

Attachment 1



Vicinity Map

Project
Location(s)

Legend

 Post Oak Park

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

- 01 **The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.**

Support:

- 02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

- 01 YIELD signs may be installed:
- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
 - B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.

Looking from River Hill Drive



On River Hill Drive looking North



On River Hill Drive Looking South

Looking from Post Oak Park



On Post Oak Park looking North



On Post Oak Park looking South



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

REGULAR ITEM

DATE: April 12, 2016

FROM: Doug Stevens, Assistant Director of Public Works

ITEM: **Consider a recommendation to staff for a proposed list of Proposed Sidewalk Links locations for inclusion in the FY 2016/2017 Sidewalk Links Construction Project, through the Annual Budget process.**

BACKGROUND INFORMATION: Through various years several different projects were programmed to address some of the sidewalk gaps that have existed up to now. These projects consisted of the 1997 Bond Election; 2004 Council Communication; Town Construction Projects; Annual Sidewalk Program; Sidewalk Links Projects and Private Development.

Currently, funding for trail construction and maintenance is paid through park development funds and 4B sales tax revenue. The park development funds and the 4B sales tax money are used for infrastructure improvements at park locations and for trails.

General funds are used by Public Works to provide maintenance of existing sidewalks along arterial and collector streets by replacement of approximately 1,000 linear feet annually, at a cost of approximately \$25,000.00.

The annual sidewalk program allows a resident to reimburse the Town for sidewalk replacement along their property and a repayment option over a 12 month period. The program allows for residents to take advantage of lower construction prices offered as part of a Town contract. As a self-supporting account, the Neighborhood Improvement Fund is dependent upon the revenues generated by the resident's reimbursements to generate the revenue to cover the following year's cost of operation.

During previous years, the Transportation Commission has recommended to staff a proposed list of Proposed Sidewalk Links locations with a proposed expenditure of \$150,000.00. The proposed locations were based on, but not limited to the following factors:

- Must be alongside an arterial/collector street
- Must be adjoining a developed property
- Locations have been repeatedly requested by residents
- Locations identified by the Transportation Commission at past meetings.
- Project costs
- Non-trail segment
- Proximity to school locations

Similar to last year's proposal, staff is seeking a recommendation from the Transportation Commission for a proposed list of sidewalk links to include in the FY 2016/2017 budget year with a proposed expenditure of \$150,000.00. Attachment 1 contains an updated list of sidewalk link locations currently under review. Budget costs have been updated to reflect current construction costs and field conditions.

As in previous years, projects should be selected based on the above list of factors.

ATTACHMENTS:

1. FY2016/17 Updated List of Sidewalk Links

RECOMMENDATION: Move to recommend to staff a proposed list of Proposed Sidewalk Links locations for inclusion in the FY 2016/2017 Sidewalk Links Construction Project, through the Annual Budget process.

Completed
 Funding approved
 Proposed

<u>Location</u>	Length (ft)	Width (ft)	# of Ramps	Cost Total	Construction Date (FY)	Status
<u>FM 1171</u>						
North side, Timber Creek Road to Parker Square	700	6	0	\$ 21,000.00	2012-13	Completed
South side, Kirkpatrick Lane to Everett Drive	300	6	7	\$ 21,300.00	2014-15	Funding Approved
South side, Everett Drive to Timber Valley Drive	675	6	3	\$ 26,496.00	2013-14	Completed
South side, Timber Valley Drive to Garden Ridge Boulevard	300	6	4	\$ 15,456.00	2014-15	Funding Approved
North side, East of Morriss to Parker Square	3000	6	4	\$ 180,560.00		

FM 2499

West side, north of Sagebrush to Churchill	435	8	7	\$ 32,171.25		
East side, Northshore to North of Northshore	70	8	0	\$ 3,018.75	2012-13	Completed by TxDOT
West side, north of, south of Bob White	51	6	2	\$ 4,449.12	2014-15	Funding Approved
West side, W. Windsor south 152 feet	152	6	0	\$ 3,132.00	2013-14	Completed

FM 407

South side, east of Morriss to Browning Drive	1000	8	6	\$ 62,640.00		
South side, east of Browning to west of Cirrus Ct (\$5,44.53 escrow available)	500	8	5	\$ 34,200.00		
South side, west of Stone Hill farms to east Stone Hill Farms	320	8	0	\$ 16,560.00		
South side, Stone Hill farms to East of Town Limit	1350	8	1	\$ 74,340.00		

South side, Tom Thumb Drive to Morriss	840	8	6	\$ 54,000.00		
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FM 3040

North side, Garden Ridge to 1st drive	220	8	1	\$ 10,637.50	2012-13	Completed
North side, east and west of Tealwood Blvd, adjacent to Tealwood Oaks	1645	8	1	\$ 97,792.50		
South side, Lake Forest to Red Oak Lane	600	6	0	\$ 16,560.00	2013-14	Completed
South side, Red Oak Lane to Strait Lane	1800	6	6	\$ 56,580.00	2013-14	Completed
South side, east of Strait Lane adjacent to the Reserve at Creekside	1450	6	0	\$ 40,020.00	2012-13	Completed
South side, west of Garden Ridge adjacent to Fallbrook	1850	6	0	\$ 74,772.00		
FM Rd, north side, Taco Bell to Forest Park Estates	620	6	0	\$ 20,534.40	Proposed 2015-16	Funding Approved

Bridlewood Boulevard

East side, FM 1171	135	4	0	\$ 2,376.00	2012-13	Unfunded
West side, FM 1171	135	8	0	\$ 5,568.75	2012-13	Unfunded

Churchill Drive

west side, 1st drive s/o FM 1171 to FM 1171	185	8	0	\$ 9,920.63		
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College Parkway

South side, Gaston Park to Briar Creek	625	4	2	\$ 15,180.00	2014-15	Funding Approved
North side, Wolf Creek to Timberland	960	4	0	\$ 18,432.00	2012-13	Completed

Firewheel Drive

West side, Milford north to 1st Drive	260	4	0	\$ 10,991.20	2014-15	Funding Approved
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Garden

East side, Wilkerson Park to Springwood	150	4	1	\$ 3,740.00	2012-13	Completed
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Garden Ridge Boulevard

East side, FM 3040 to Willow Ridge Estates	250	8	4	\$ 14,712.50	2012-13	Completed
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Peter's Colony / Quail Run

North side, Old Settlers to Auburn	1420	4	3	\$ 33,950.40	2014-15	Funding Approved
North side, Auburn to Bruton Orand	910	8	0	\$ 45,045.00	2014-15	Funding Approved
North side, adjacent to 3876 Quail Run Rd	190	8	0	\$ 9,405.00	2014-15	Funding Approved

Quail Run

North side, Brandywyne Sub to Liberty Elem.	1100	8	0	\$ 50,820.00	Proposed 2015-16	Funding Approved
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Sagebrush Drive

North side, west of Yucca	475	4	8	\$ 27,570.00	Approved 2012-13 Proposed 2015-16	Funding Approved
North side, Old Settlers to FM 2499	1770	4	2	\$ 41,690.00	2014-15	To Be Constructed w/ Sagebrush CIP
North side, ~580' west of FM 2499 to FM 2499	580	8	4	\$ 35,406.25	2014-15	To Be Constructed w/ Sagebrush CIP
South side, Old Settlers to FM 2499	2275	4	0	\$ 50,050.00	2014-15	To Be Constructed w/ Sagebrush CIP

Simmons

West side, Hillsdale Dr to Wichita Trail	465	5	1	\$ 32,360.00		
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West side, Hide A Way Lane to North of Simmons Creek	800	5	3	\$ 25,080.00		
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Spinks

North side, Bella Strada to Gerault	366	8	0	\$ 18,117.00	Proposed 2015-16	Funding Approved
North side, 1540 Spinks to Bella Strada	610	8	1	\$ 31,515.00	Proposed 2015-16	Funding Approved
North side, Bella Strada	400	4	2	\$ 10,626.00		<i>Completed with Bella Strada</i>
North side, Gerault to Fire Sta 5	725	8	0	\$ 34,392.19	Proposed 2015-16	Funding Approved
North side, 1540 Spinks	210	8	0	\$ 9,961.88	Proposed 2015-16	Funding Approved
South side, from 1401 west approx. 735 lf	735	6	0	\$ 19,404.00	2014-15	Funding Approved

Strait Lane

West side, FM 3040 to Rock Cliff Lane	530	4	0	\$ 10,727.20		
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Timber Creek

West side, FM 1171 to Park Trail	550	5	0	\$ 13,915.00	2013	<i>Completed with Timber Creek Recon</i>
North side, in front of Hilltop Park Entrance	30	4	2	\$ 2,728.00	2013	<i>Completed w/Jake's Hilltop Park</i>
North side, in front of Hilltop Park Exit	30	4	2	\$ 2,728.00	2013	<i>Completed w/Jake's Hilltop Park</i>

Waketon Road

North side, Marcus High west to end of residences	1928	4	0	\$ 80,950.40		
South side, Timber Way east to Reserve @ Hickory Springs	650	4	1	\$ 26,048.00	Proposed 2015-16	Waiting on Funding
South side, Timber Way west to apartment drive/bus stop	725	4	2	\$ 54,455.00		

Yucca

East side, Sagebrush to Kohl's	1200	8	3	\$ 71,280.00		
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TRANSPORTATION COMMISSION AGENDA ITEM NO. 4

WORK SESSION ITEM

DATE: April 12, 2016
FROM: Doug Stevens, Assistant Director of Public Works
ITEM: **Update on Streets Projects Five Year Capital Improvement Plan (CIP).**

BACKGROUND INFORMATION: This is an update on the Town's Street Projects Five Year CIP. The Street Projects Five Year CIP identifies funding sources and schedules for the construction of streets that are part of the Town's Master Thoroughfare Plan. The Five Year CIP is revisited and modified as needed as part of the Town's yearly budget process.

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Summary of Five Year CIP Plan – Streets Projects.

RECOMMENDATION: No Formal Action is required. The Transportation Commission may make a recommendation on the priority of projects.

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2015-2016
Amendment 3
02/15/2016

STREET PROJECTS	PRIOR FISCAL YEARS	CONSTRUCTION SCHEDULE						TOTAL PROJECT COSTS	OTHER SOURCES	ISSUED DEBT GO's & CO's	AUTHORIZED UNISSUED GO's	NEW DEBT	DEBT SCHEDULE						
		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2025						2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2025	
Aberdeen Drive	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,580,000	\$ 1,580,000	\$ 300,000	0.2	\$ -	\$ -	\$ 1,280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,280,000
ADA Transition Plan and Implementation **	213,000	150,000	150,000	150,000	150,000	150,000	-	963,000	3,000	2.5	210,000	-	750,000	150,000	150,000	150,000	150,000	150,000	-
Auburn Drive Right Turn Lane (FM 1171 Eastbound onto Auburn)	185,000	-	-	-	-	-	-	185,000	185,000	2.3	-	-	-	-	-	-	-	-	-
Churchill Drive (FM 2499 to Yucca)	500,000	25,000	-	452,000	-	-	-	977,000	977,000	0.2,7	-	-	-	-	-	-	-	-	-
Cowboy Lane	-	-	-	-	-	-	433,337	433,337	193,337	3	-	-	240,000	-	-	-	-	-	240,000
Denton Creek Boulevard Bridge (Graham Branch crossing)	-	-	-	7,000,000	-	-	-	7,000,000	7,000,000	0.1,5	-	-	-	-	-	-	-	-	-
Firewheel Drive (Complete 4 lane gap, 340 feet north of Garden Rd)	-	-	600,000	-	-	-	-	600,000	300,000	0.2,5	-	-	300,000	-	300,000	-	-	-	-
FM 1171	287,000	126,665	-	-	-	-	-	413,665	207,401	0.1,2	206,264	*	-	-	-	-	-	-	-
FM 1171 at FM 2499 Westbound Right Turn Lane	-	-	860,000	-	-	-	-	860,000	-	2	-	-	860,000	-	860,000	-	-	-	-
FM 1171 at FM 2499 Eastbound Right Turn Lane	-	620,000	-	-	-	-	-	620,000	-	2	-	-	620,000	620,000	-	-	-	-	-
FM 2499 at Lakeside Intersection Improvement **	990,000	-	-	-	-	-	-	990,000	640,000	0.2,5	350,000	-	-	-	-	-	-	-	-
FM 2499 Roadway, Traffic Signal, and Drainage	7,399,844	-	-	-	-	-	-	7,399,844	7,399,844	1.2	-	-	-	-	-	-	-	-	-
FM 407 (TxDot)	161,114	16,775	-	-	-	-	-	177,889	177,889	1.2	-	-	-	-	-	-	-	-	-
Garden Ridge Through Lane (at FM 3040)	-	-	-	-	-	400,000	-	400,000	200,000	0.2	-	-	200,000	-	-	-	-	200,000	-
I 35W Interchange at Denton Creek	-	-	-	-	-	-	5,000,000	5,000,000	5,000,000	0.1,5	-	-	-	-	-	-	-	-	-
Impact Fee Update	100,000	-	-	-	-	-	-	100,000	100,000	0	-	-	-	-	-	-	-	-	-
Kirkpatrick Lane Phase III (South of FM 1171)	282,000	-	-	-	-	-	8,718,000	9,000,000	6,307,850	0.1,2,3,5	10,150	*	2,682,000	-	-	-	-	-	2,682,000
Lakeforest Boulevard Bridge	-	-	-	200,000	1,800,000	-	-	2,000,000	600,000	0.2	-	-	1,400,000	-	-	-	1,400,000	-	-
LakesideTurn Lane at Gerault	-	-	-	100,250	-	-	-	100,250	100,250	0.2,5	-	-	-	-	-	-	-	-	-
McKamy Creek Turn Lane at Flower Mound Rd	350,000	-	-	-	-	-	-	350,000	-	0.2	350,000	-	-	-	-	-	-	-	-
Morriss/Gerault Improvement Phase II (FM 407 - 3040)	-	-	-	-	-	4,851,480	-	4,851,480	4,851,480	0.5	-	-	-	-	-	-	-	-	-
Neighborhood Traffic Management	125,000	-	-	-	-	-	-	125,000	125,000	2.4	-	-	-	-	-	-	-	-	-
Roadway Amenities	30,000	65,000	15,000	15,000	15,000	15,000	-	155,000	80,000	2	-	-	75,000	15,000	15,000	15,000	15,000	15,000	-
Sagebrush Improvements (FM2499 to Old Settlers) **	3,670,000	-	-	-	-	-	-	3,670,000	520,000	0.2	3,150,000	-	-	-	-	-	-	-	-
Sidewalk Links **	436,000	225,000	-	-	-	-	-	661,000	661,000	2.4	-	-	-	-	-	-	-	-	-
Skillern Road (Flower Mound Rd to Riverhill) **	-	-	-	700,000	-	-	-	700,000	-	2	-	-	700,000	-	-	700,000	-	-	-
SPA 2 Connector (Bob White)	260,000	-	-	-	-	-	-	260,000	85,000	2	175,000	-	-	-	-	-	-	-	-
Stonecrest Road (500 ft North of Canyon Falls Dr. to Town Limit)	150,000	1,500,000	-	-	-	-	-	1,650,000	900,000	2.5	-	-	750,000	750,000	-	-	-	-	-
Timber Creek Road (Kirkpatrick to Glen Hollow) **	-	780,000	-	-	-	-	-	780,000	780,000	0.2	-	-	-	-	-	-	-	-	-
Waketon Road **	-	600,000	4,250,000	-	-	-	-	4,850,000	4,850,000	3,5,7	-	-	-	-	-	-	-	-	-
SUBTOTAL	\$ 15,138,958	\$ 4,108,440	\$ 5,875,000	\$ 8,617,250	\$ 1,965,000	\$ 5,416,480	\$ 15,731,337	\$ 56,852,465	\$ 42,544,051		\$ 4,451,414	\$ -	\$ 9,857,000	\$ 1,535,000	\$ 1,325,000	\$ 865,000	\$ 1,565,000	\$ 365,000	\$ 4,202,000

*General Obligation Bonds
** Project Includes ADA Improvements
Other Sources
0. Impact Fees
1. Grant and Interlocal Funds
2. Other Sources (Proj. Sav.,Fund Bal.,Interest Inc.)
3. Escrow
4. Decision Package
5. Developer Agreement(s)
6. Park Development Fund
7. Tax Increment Reinvestment Zone (TIRZ)
8. Dedicated Sales Tax
9. SH 121 Regional Toll Revenue (RTR)



TRANSPORTATION COMMISSION AGENDA ITEM NO. 5

WORK SESSION ITEM

DATE: April 12, 2016
FROM: Doug Stevens, Assistant Director of Public Works
ITEM: **Update on Street Reconstruction Projects Five Year Capital Improvement Plan (CIP).**

BACKGROUND INFORMATION: This is an update on the Town's Street Reconstruction Projects Five Year CIP.

The Street Reconstruction Projects Five Year CIP plan identifies funding sources and schedules for the reconstruction of streets that have been identified and prioritized by a street rating system. The Five Year CIP is revisited and modified as needed as part of the Town's yearly budget process.

The Street Reconstruction projects are funded through street maintenance dedicated ¼-cent sales tax. In November 2007 Flower Mound Voters approved a ¼ -cent sales tax for the reconstruction and maintenance of existing Town streets, with an initial election term of 4 years, and the ability for renewal with subsequent elections. The sales tax was renewed through an election in November 2011 and 2015.

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Summary of Five Year CIP Plan – Street Reconstruction Projects.

RECOMMENDATION: No Formal Action is required. The Transportation Commission may make a recommendation on the priority of projects.

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2015-2016
Amendment 3
02/15/2016

STREET RECONSTRUCTION PROJECTS	PRIOR FISCAL YEARS	CONSTRUCTION SCHEDULE						TOTAL PROJECT COSTS	OTHER SOURCES		ISSUED DEBT GO's & CO's		AUTHORIZED UNISSUED GO's		NEW DEBT		DEBT SCHEDULE					
		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2025										2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2025
Canterbury Drive Reconstruction (Churchill to Dover) **	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 350,000	8	\$ -		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Colonial Drive Reconstruction Phase II (Colony Street to Homestead Street) **	750,000	-	-	-	-	-	-	750,000	750,000	8	-		-		-		-	-	-	-	-	-
Colony Street Reconstruction (Superior to Coker Dr) **	735,000	-	-	-	-	-	-	735,000	735,000	8	-		-		-		-	-	-	-	-	-
Flower Mound Road Reconstruction Phase II (Old Settlers to Bruton Orand) **	-	-	-	100,000	2,244,000	-	-	2,344,000	2,344,000	8	-		-		-		-	-	-	-	-	-
Flower Mound Road Turn Lanes (at Native Oak) **	100,000	-	-	-	-	-	-	100,000	100,000	8	-		-		-		-	-	-	-	-	-
Forest Vista Reconstruction Phase I (Lake Shore to FM 2499) **	175,000	1,425,000	-	-	-	-	-	1,600,000	1,600,000	8	-		-		-		-	-	-	-	-	-
Forest Vista Reconstruction Phase II (Morriss to Lake Shore) **	-	-	1,900,000	-	-	-	-	1,900,000	1,900,000	8	-		-		-		-	-	-	-	-	-
Lopo Road Reconstruction (River oak to 330-ft west of Garden Ridge) **	-	-	75,000	575,000	-	-	-	650,000	650,000	8	-		-		-		-	-	-	-	-	-
McKamy Creek Road Reconstruction (Flower Mound Rd. to Woodhill Dr.) **	1,063,000	-	-	-	-	-	-	1,063,000	1,063,000	8	-		-		-		-	-	-	-	-	-
Morriss Road Reconstruction Phase I (FM 3040 to Forest Vista Drive) **	-	-	-	-	-	2,800,000	-	2,800,000	2,800,000	8	-		-		-		-	-	-	-	-	-
Morriss Road Reconstruction Phase II (Forest Vista Drive to Firewheel) **	-	-	-	-	-	-	2,162,000	2,162,000	2,162,000	8	-		-		-		-	-	-	-	-	-
Old Long Prairie Road Reconstruction **	1,100,000	-	-	-	-	-	-	1,100,000	1,100,000	8	-		-		-		-	-	-	-	-	-
Sheffield Court Reconstruction (Amhears to end of Cul-de-Sac) **	325,000	-	-	-	-	-	-	325,000	325,000	8	-		-		-		-	-	-	-	-	-
Superior Place Reconstruction (Colonial to 1545 Superior Pl) **	500,000	-	-	-	-	-	-	500,000	500,000	8	-		-		-		-	-	-	-	-	-
Timber Creek Road Reconstruction Phase II (Timber Creek Bridge to Eaton) **	-	-	200,000	1,600,000	-	-	-	1,800,000	1,800,000	8	-		-		-		-	-	-	-	-	-
West Windsor and Mulberry Connection **	-	100,000	-	-	-	-	-	100,000	100,000	8	-		-		-		-	-	-	-	-	-
Woodbine Street Reconstruction (Timber Creek to Hieden Ct.) **	-	765,000	-	-	-	-	-	765,000	765,000	8	-		-		-		-	-	-	-	-	-
Wood Creek Circle Reconstruction (Wood Creek Dr to end of Cul-de-Sac) **	-	-	-	-	400,000	-	-	400,000	400,000	8	-		-		-		-	-	-	-	-	-
Yucca Drive Reconstruction (Sagebrush to 700 ft South of FM 1171) **	-	95,000	775,000	-	-	-	-	870,000	870,000	8	-		-		-		-	-	-	-	-	-
SUBTOTAL	\$ 5,098,000	\$ 2,385,000	\$ 2,950,000	\$ 2,275,000	\$ 2,644,000	\$ 2,800,000	\$ 2,162,000	\$ 20,314,000	\$ 20,314,000		\$ -		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

*General Obligation Bonds
** Project Includes ADA Improvements
Other Sources
0. Impact Fees
1. Grant and Interlocal Funds
2. Other Sources (Proj. Sav.,Fund Bal.,Interest Inc.)
3. Escrow
4. Decision Package
5. Developer Agreement(s)
6. Park Development Fund
7. Tax Increment Reinvestment Zone (TIRZ)
8. Dedicated Sales Tax
9. SH 121 Regional Toll Revenue (RTR)



TRANSPORTATION COMMISSION AGENDA ITEM NO. 6

WORK SESSION ITEM

DATE: April 12, 2016
FROM: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer
ITEM: **Update on Signal Projects Five Year Capital Improvement Plan (CIP).**

BACKGROUND INFORMATION: This is an update on the Town's Signal Projects Five Year CIP.

The Signals Projects Five Year CIP identifies funding sources and schedules for the construction of traffic signals. The Five Year CIP is revisited and modified as needed as part of the Town's yearly budget process.

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Summary of Five Year CIP Plan – Signal Projects.

RECOMMENDATION: No Formal Action is required. The Transportation Commission may make a recommendation on the priority of projects.

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2015-2016
Amendment 3
02/15/2016

SIGNAL PROJECTS	PRIOR FISCAL YEARS	CONSTRUCTION SCHEDULE						TOTAL PROJECT COSTS	OTHER SOURCES		ISSUED DEBT GO's & CO's		AUTHORIZED UNISSUED GO's	NEW DEBT	DEBT SCHEDULE					
		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2025								2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2025
College Parkway at Timber Creek	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 215,000	215,000	\$ 215,000	0,2,4	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bruton Orand at Kenwood	-	-	-	-	-	-	215,000	215,000	215,000	0,2,4	-		-	-	-	-	-	-	-	-
Bruton Orand at Quail Run	-	-	-	-	-	-	215,000	215,000	215,000	0,2,4	-		-	-	-	-	-	-	-	-
FM 1171 at Forums	285,000	-	-	-	-	-	-	285,000	285,000	0,2,3	-		-	-	-	-	-	-	-	-
FM 1171 at Kirkpatrick - Reconstruction	220,000	-	-	-	-	-	-	220,000	-	2	220,000		-	-	-	-	-	-	-	-
FM 1171 at Timber Creek - Reconstruction	220,000	-	-	-	-	-	-	220,000	-	2	220,000		-	-	-	-	-	-	-	-
FM 2499 at College Parkway	-	230,000	-	-	-	-	-	230,000	230,000	0,2,7	-		-	-	-	-	-	-	-	-
FM 2499 at Silveron	9,400	-	200,000	-	-	-	-	209,400	200,000	0,2	9,400		-	-	-	-	-	-	-	-
Garden Ridge at Forest Vista	-	-	-	-	-	-	215,000	215,000	215,000	0,2,4	-		-	-	-	-	-	-	-	-
Garden Ridge at Kirkpatrick	-	-	-	-	-	-	215,000	215,000	215,000	0,2,4	-		-	-	-	-	-	-	-	-
Lakeside at Silveron	-	-	-	-	-	-	215,000	215,000	215,000	0,2,4,5	-		-	-	-	-	-	-	-	-
Morriss at Eaton	-	-	-	215,000	-	-	-	215,000	215,000	2,4	-		-	-	-	-	-	-	-	-
Peters Colony at Churchill	-	-	-	-	-	-	215,000	215,000	215,000	0,2,4	-		-	-	-	-	-	-	-	-
Traffic Detection Rehabilitation	125,000	125,000	125,000	125,000	125,000	125,000	-	750,000	-	2	125,000		-	625,000	125,000	125,000	125,000	125,000	125,000	-
Traffic Signal Rehabilitation	-	-	-	-	-	-	500,000	500,000	-	2	-		-	500,000	-	-	-	-	-	500,000
SUBTOTAL	\$ 859,400	\$ 355,000	\$ 325,000	\$ 340,000	\$ 125,000	\$ 125,000	\$ 2,005,000	\$ 4,134,400	\$ 2,435,000		\$ 574,400		\$ -	\$ 1,125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 500,000

*General Obligation Bonds
** Project Includes ADA Improvements
Other Sources
0. Impact Fees
1. Grant and Interlocal Funds
2. Other Sources (Proj. Sav.,Fund Bal.,Interest Inc.)
3. Escrow
4. Decision Package
5. Developer Agreement(s)
6. Park Development Fund
7. Tax Increment Reinvestment Zone (TIRZ)
8. Dedicated Sales Tax
9. SH 121 Regional Toll Revenue (RTR)