

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

MARCH 10, 2020

**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 COMMENT

To speak to the Commission during public comment, please fill out a comment form.

- Speakers are limited to 3 minutes, however this can be adjusted by the Chair
- Please state your name and address when speaking

The purpose of this item is to allow the public an opportunity to address the Commission on issues that are not the subject on this agenda.

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Future Transportation Commission meeting dates
 - May 6, 2020
- Future agenda items

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 A member of the Transportation Commission may request an item(s) be withdrawn from the consent agenda and moved to regular agenda for discussion by making such request prior to a motion and vote on the Consent Agenda.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 11, 2020.

F. REGULAR ITEMS

2. Exception request for the streets within the Northlake Highlands Sections 2 and 3 Subdivisions to allow for a permanent speed limit change to 25 mph for areas outside of the 1/4 mile boundary of a school or major construction project.

G. WORK SESSION ITEMS

3. Capital Improvement Projects review for Streets, Street Reconstruction and Traffic Signals for FY 20-21.

H. ADJOURNMENT

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: March 6, 2020 at 3:00 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 at 972-874-6402. Reasonable accommodations will be made to assist your needs.



TRANSPORTATION COMMISSION AGENDA ITEM NO. 1

CONSENT ITEM

DATE: March 10, 2020

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

ITEM: Consider approval of the minutes from the regular meeting of the Transportation Commission held on February 11, 2020.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the February 11, 2020 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 11, 2020 regular meeting of the Transportation Commission.

RECOMMENDATION: Move to approve as presented in the agenda caption.

THE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 11TH DAY OF FEBRUARY, 2020 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:

Drew Larson	Chair
Ron Hogue	Commissioner, Place 3
Donald Gilmore	Commissioner, Place 5
Chris Adams	Commissioner, Place 8
Mary Kay Walker	Commissioner, Place 9

Constituting a quorum with the following members absent:

Chris Reed	Vice Chair
Robert Caput	Commissioner, Place 2
Mark Roberson	Commissioner, Place 4
Justin Thomason	Commissioner, Place 7

(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	Executive Assistant

A. CALL TO ORDER - REGULAR SESSION – 6:31 P.M.

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

None

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Future Transportation Commission meeting dates
 - May meeting date (May 6, 2020 was considered)
- Future agenda items

E. CONSENT ITEMS

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on January 14, 2020.

Commissioner Gilmore made a motion to approve Consent Item 1 as presented in the agenda caption identified above. Commissioner Walker seconded the motion.

VOTE ON THE MOTION

Motion passed (4-0)

AYES: Hogue, Gilmore, Adams, Walker

NAYS: None

ABSENT: Reed, Caput, Roberson, Thomason

F. REGULAR ITEMS

2. Exception request for Windridge Lane north of Dixon Lane to Russwood Drive to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction project.

Staff Presentation

Matthew Hotelling, Traffic Engineer

Commission Deliberation

Commissioner Hogue made a motion to recommend approval of the exception request for Windridge Lane north of Dixon Lane to Russwood Drive to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction project. Commissioner Gilmore seconded the motion.

VOTE ON THE MOTION

Motion passed (4-0)

AYES: Walker, Adams, Gilmore, Hogue

NAYS: None

ABSENT: Reed, Caput, Roberson, Thomason

G. WORK SESSION ITEMS

3. Discussion and presentation on the process of arterial streetlight prioritization selection.

H. ADJOURNMENT – 7:32 P.M.

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

DREW LARSON, CHAIR

ATTEST:

DELONA VERPLANK, EXECUTIVE ASSISTANT



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

REGULAR ITEM

DATE: March 10, 2020

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

ITEM: **Exception request for the streets within the Northlake Highlands Sections 2 and 3 Subdivisions to allow for a permanent speed limit change to 25 mph for areas outside of the 1/4 mile boundary of a school or major construction project.**

BACKGROUND INFORMATION: This item is a regular item to allow the Transportation Commission the opportunity to provide input and recommendation to the Town Council regarding the exception request for the streets within the Northlake Highlands subdivision to allow for a permanent speed limit change to 25 mph for areas outside of the 1/4 mile boundary of a school or major construction project. See vicinity map (Attachment 1) for streets affected by this request.

During the 79th Texas Legislature, House Bill 87 was signed into legislation providing authority to municipalities to alter speed limits on residential streets. This legislation was amended during the 81st Texas Legislature with House Bill 2682. On December 4, 2006, the Town Council approved a policy for the implementation of 25 mph speed limits on certain residential streets. In addition to the requirements included in the State law, the policy establishes that streets are only eligible if all or part is located within ¼ mile of a school property or ¼ mile of a construction zone for a major or minor arterial street. On March 9, 2010, a review of this policy was brought forward to the Transportation Commission for input and recommendation to Town Council. The recommendation to Town Council was to keep the existing policy, but institute an exception process without the need for an engineering study. On June 7, 2010, Town Council amended the policy for 25 mph streets with Resolution 12-10. Resolution 12-10 is included as Attachment 2. Resolution 12-10 added an exception process to the residential speed limit policy that requires an engineering study and a recommendation from the Transportation Commission.

The typical practice is to post speed limit signs at the entrances to the subdivision. This has been verified with the Police Department as acceptable to them and they have confirmed that they are able to enforce the speed limit. This subdivision has one entrance off of Simmons Road at Consolvo Drive. This request is for all of the streets located within the Northlake Highlands Sections 2 and 3 Subdivisions. There are 7 streets total within these subdivisions. A new subdivision is located at the far southwest corner of this area called Sunset Point at Twin Coves. This subdivision will be a private gated community and this speed limit request will not apply to those streets.

ENGINEERING STUDY: An engineering study to determine the speed limit of a local street consists of the following information:

- 85th percentile speed
- Road characteristics, shoulder condition, grade, alignment, and sight distance
- Pace speed
- Roadside development and environment
- Parking practices and pedestrian activity
- Reported crash experience for at least a 12-month period

The 85th percentile speed is the speed at which 85% of the traffic travels at or below. The speed limit for a particular street is generally set within +/- 5 mph of the 85th percentile speed. In general, the 85th percentile speed based on the recent speed within the subject area ranged between 33 and 31 mph. Only

Consolvo Drive was studied because the rest of the subdivision are shorter block lengths with several driveways and the highest speeds would be located on Consolvo Drive.

Staff has determined the road characteristics, shoulder condition, grade, alignment and sight distance for the immediate area adjacent to the study area. Subdivision streets within the Northlake Highlands Sections 2 and 3 are NOT typical residential streets in roadway width. The average roadway width is approximately 16 feet in width with no curb and gutter. The typical residential street is curb and gutter and measures 30 feet from face of curb to face of curb. It is typical for both vehicles to have a set of wheels off the pavement if two vehicles are approaching each other. Otherwise, the streets are asphalt streets without curbs or gutters. The streets are generally straight except for the 90 degree bends on either end of Mistletoe Drive. None of the streets have a shoulder, and generally have good sight distance. All intersections are controlled with either one or two way stop control.

The pace speed is the 10 mph range of speed which the largest majority of drivers are driving. The pace speed within the subject area was 26 mph – 35 mph (55.7%) for eastbound and 21 mph – 30 mph (61.6%) for westbound.

The roadside development adjacent to Northlake Highlands Sections 2 and 3 is completely residential.

The parking practices and pedestrian activity for this area are primarily related to the residential homes, if at all. The narrowness of all of the roadways does not make it conducive to pedestrian or parking activities. The volume of traffic based on the layout of the subdivision will decrease the deeper into the subdivision one goes. The volume of traffic near Simmons is just under 880 vehicles per day inclusive of both directions.

Research of reported crash experience between 2016 and 2019 for the Northlake Highlands Sections 2 and 3 subdivisions reveals that 0 reported accidents had occurred throughout the subdivision area.

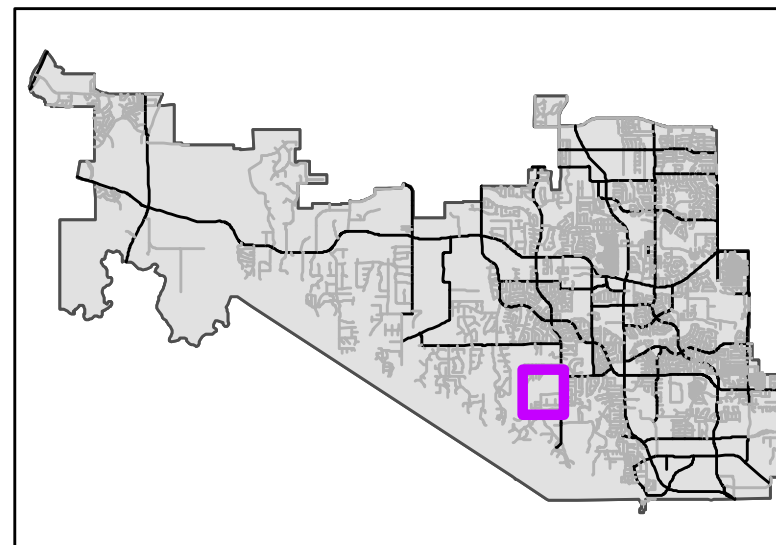
NEIGHBORHOOD SUPPORT: At previous Transportation Commission meetings, the neighborhood support has always been a question of the Commission. As such the Town has instituted a policy of receiving a 2/3 majority support for all exception cases prior to coming to the Transportation Commission for action. There are 39 homes adjacent to the various affected streets. The attached survey indicates that 32 affirmative responses in support for the speed limit change or 82%. (Attachment 3) The remaining 18% were not able to be reached to give their opinion. The HOA has been made aware of this request.

ATTACHMENTS:

1. Vicinity Map of Affected Streets
2. Resolution 12-10
3. Neighborhood Survey

RECOMMENDATION: Move to recommend approval of the exception request for the streets within the Northlake Highlands Sections 2 and 3 Subdivisions to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction project.

Vicinity Map - Northlake Highlands Sections 2 and 3



Vicinity Map

Legend

-  NorthlakeHighlands2_3
-  Town Limits

Project
Location(s)

TOWN OF FLOWER MOUND, TEXAS**RESOLUTION NO. 12-10**

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, AMENDING RESOLUTION 35-06 BY REPEALING THE POLICY ON IMPLEMENTING REDUCED SPEED LIMITS ON CERTAIN RESIDENTIAL STREETS AND ADOPTING A NEW POLICY IMPLEMENTING REDUCED SPEED LIMITS ON CERTAIN RESIDENTIAL STREETS IN CERTAIN NEIGHBORHOODS IN THE TOWN OF FLOWER MOUND.

WHEREAS, the 79th Texas Legislature adopted House Bill 87 amending Section 545.356 of the Texas Transportation Code to allow municipalities to reduce the speed limit on certain types of streets to no less than twenty-five (25) miles per hour if the governing body determines that the prima facie speed limit on the road is unreasonable or unsafe; and

WHEREAS, the Town previously approved Resolution 35-06 which adopted a policy pertaining to establishing 25 mph speed limits on residential streets; and

WHEREAS, the Town desires to establish revised parameters or criteria that may be relied upon by the Town's residents and Town staff to identify the types of roads that may be eligible for a reduction in the prima facie speed limit; and

WHEREAS, the decision regarding whether the prima facie speed limit on a particular road or road segment is either unsafe or unreasonable and should be reduced to no less than twenty-five (25) miles per hour shall fall within the sound discretion of the Town Council, only, and shall be performed on an individual case by case analysis.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, THAT:

SECTION 1

All of the above premises are hereby found to be true and correct and are hereby approved and incorporated into the body of this Resolution as if copied in their entirety.

SECTION 2

Resolution 35-06 and the Town's Policy for Implementing Reduced Speed Limits in Certain Residential Neighborhoods is hereby amended by repealing the existing Policy for Implementing Reduced Residential Speed Limits and a new Policy

Town of Flower Mound
TOWN SECRETARY'S OFFICE
OFFICIAL FILE COPY

for Implementing Reduced Residential Speed Limits (the "Policy"), which Policy is attached hereto as Exhibit A and incorporated herein by reference for all purposes allowed by law, is hereby adopted as the Town's official statement regarding the eligibility criteria for consideration and the process through which neighborhoods may present certain roads to the Town Council for determination whether the thirty (30) mile per hour prima facie speed limit on a certain road is unreasonable or unsafe and declare a lower speed limit of not less than twenty-five (25) miles per hour.

SECTION 3

This Resolution shall take effect immediately from and after its adoption and is accordingly so resolved.

PASSED, APPROVED AND ADOPTED THIS THE 7TH DAY OF JUNE, 2010.

APPROVED:


Melissa D. Northern, MAYOR

ATTEST:


Paula Paschal, TOWN SECRETARY

APPROVED AS TO FORM AND LEGALITY:


Terrence S. Welch, TOWN ATTORNEY

TOWN OF NEW BRIDGES
TOWN SECRETARY'S OFFICE
JUN 10 2010

EXHIBIT A

Policy for Implementing Reduced Residential Speed Limits

Purpose and Need

This policy sets forth the process and eligibility criteria for the implementation of reduced speed limits on certain residential streets. This process focuses these implementations on areas near schools and major roadway construction zones. The policy also establishes an exception process should a particular street not conform to the eligibility criteria.

Introduction and Background

During the 79th Texas Legislature, House Bill 87 was signed into legislation providing authority to municipalities to alter speed limits on residential streets. This law allows municipalities to reduce the speed limit on streets with a width of 35' or less and where parking is not prohibited on one or both sides of the roadway. Further, a municipality would need to declare that the prima facie speed limit on that road is either unsafe or unreasonable. This law does not lower the basic prima facie speed limit which is currently 30 mph.

Responsibility

This policy will be implemented by the Town Manager or designee. Exception requests will be considered by the Transportation Commission for recommendation to the Town Council. Exception requests recommended by the Transportation Commission will be accompanied by an engineering study completed by the Town at the Town's cost. All reductions of neighborhood speed limits will require the approval of the Town Council.

Eligibility

For a street to be eligible for a reduction in speed limit to 25 mph, the street must be less than 35 feet in width, cannot have vehicle parking restrictions on either side of the street, and must meet one of the following location criteria:

- Located within one-quarter mile of a school site as depicted in the attached graphic
- Located within one-quarter mile of a construction zone associated with a major or minor arterial as defined on the Town of Flower Mound Thoroughfare Plan

Exceptions

Streets that do not meet the eligibility criteria can be considered on a case by case basis through the exception process. The request for an exception will include an engineering study to be completed by the Town, will be considered for recommendation by the Transportation Commission, and will be considered for adoption by the Town Council.

Implementation

Requests for reduced speed limits will be reviewed by Town staff for eligibility, or considered for an exception as described above. If the application is determined to meet the requirements, or an exception is recommended by the Transportation Commission, funding availability will be evaluated to determine if the speed limit signs can be installed during the current fiscal year. If funding is available, the request will be presented to the Town Council for consideration. If funding is not available, the neighborhood can choose to fund the cost of the sign materials and hardware or street(s) will be placed on a list of eligible streets to be included in a budget decision package during the next budget process.

Sign Design and Placement

All speed limit signs will meet the requirements contained in the Texas Manual on Uniform Traffic Control Devices. The placement of the speed limit signs will be reviewed determined by staff and coordinated with neighborhood representatives. Typical installations will only include one sign at each end of the neighborhood street, but mid-block signs will be considered on a case-by-case basis.

Town of Flower Mound
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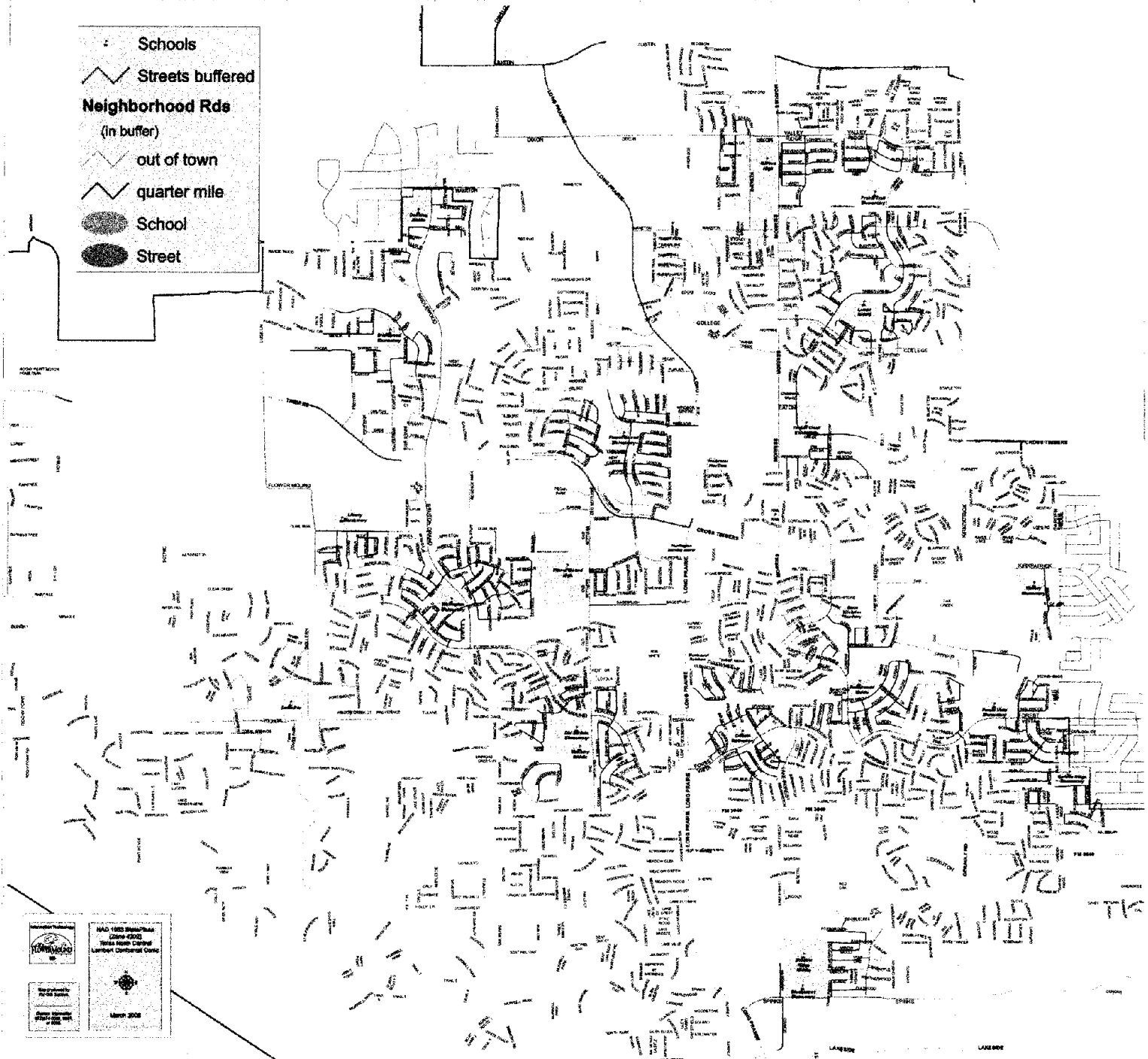
Process

The following provides a summary of the Process for Implementing Reduced Residential Speed Limits. The process is intended to be collaborative in nature, with the neighborhood representatives being stakeholders in the project.

1. Neighborhood contacts staff to request 25 mph speed limits
2. Staff establishes a point of contact for the request and project
3. Staff reviews the request and determines eligibility or directs request through exception process upon request
4. Staff reviews funding eligibility
 - a. If funding available, request is presented to Town Council
 - b. If funding not available:
 - i. Neighborhood funds cost of signs and hardware and request is presented to Town Council
 - ii. Staff submits request as a decision package during next budget process
5. Staff collects speed data prior to installation
6. Staff presents the request to the Town Council for required determination and action
7. If the Town Council declares a lower speed limit of not less than 25 mph for the roadway in question, Staff installs signs posting the speed limit at 25 mph
8. Staff collects speed data on a regular basis to determine effectiveness

Town of Flower Hill
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25 mph residential speed limit eligibility coverage



TOWN OF HOWARD, ILLINOIS
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Petition for lowering the speed limit to 25 MPH

January-February 2020

City	Flower Mound
Neighborhoods	North Lake Highlands II
	North Lake Highlands III

Streets Affected		# of homes	# approved
	Consolvo Dr	12	8
	Mistletoe Dr	84	4
	Orly Ln	7	5
	Oriole Dr	3	3
	Oakdale Dr	4	4
	Holly Ln	7	6
	Holly Pl	2	2
	Total	38 39	30 32

Reasons to decrease speed limit

13% increase of traffic due to new homes built in last year.

47% increase of homes over next 18-24 months due to new builds.

New construction traffic due to Sunset Point development over next 18-24 months.

More speeding observed due to increased traffic.

Increase in number of children and pets in neighborhoods with new builds.

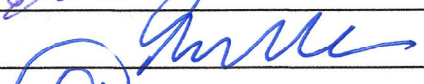
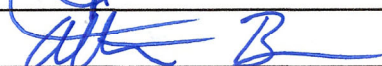
Narrow roads, 13-24 feet, with drainage ditches.

No sidewalks.

No street lights.

* blanks were not home

Petition to lower the speed limit to 25 MPH in our neighborhood

Address	PRINT Resident Name	Resident Signature	Favor	Opposed
3800 Consolvo Dr	GALE M. VEACH	Gale M. Veach	✓	
3804 Consolvo Dr	Kyle Hartman		✓	
3810 Consolvo Dr	GREG NELSON		✓	
3812 Consolvo Dr	Jerry Kelly		✓	
3820 Consolvo Dr	Alton Bowman		✓	
3900 Consolvo Dr	Laura Rountree	Laura L. Rountree	✓	
3904 Consolvo Dr				
3908 Consolvo Dr	Jeff Reeves	Jeff Reeves	X	
3912 Consolvo Dr				
3936 Consolvo Dr				

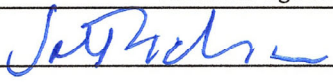
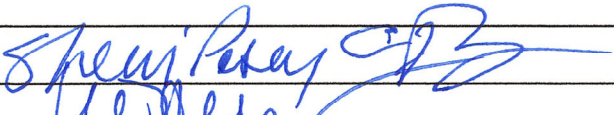
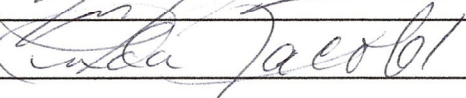
Petition to lower the speed limit to 25 MPH in our neighborhood

Address	PRINT Resident Name	Resident Signature	Favor	Opposed
3940 Consolvo Dr				
4050 Consolvo Dr	SAUNDRA RUSSELL	Saundra Russell	X	
1735 Mistletoe Dr	Kathy Whitworth	Kathy Whitworth	X	
1717 Mistletoe Dr	RODNEY BOYER BOYER	RODNEY BOYER	X	
1605 Mistletoe Dr	Samantha Wood	Samantha Wood	X	
4004 Orly Ln	TAYLOR SMITH	Taylor Smith	X	
4016 Orly Ln				
4021 Orly Ln	Dennis Foster	Dennis Foster	X	
4017 Orly Ln	Rei Harris	Rei Harris	X	
4013 Orly Ln	Robert Harris	Robert Harris	X	
4009 Orly Ln				
4005 Orly Ln	Diane Guidry	DIANE Guidry	X	
1701 Oriole	ROBERT BURTON	Robert Burton	X	
1661 Oriole Dr	LISA Shafer	Lisa Shafer	X	
1621 Oriole Dr	Carol Rood	Carol Rood	X	
4004 Oakdale Ln	Robin Werner	Robin Werner	X	
4016 Oakdale Ln	Linda Dollahite	Linda Dollahite	X	
4020 Oakdale Ln	Krista Morgan	Krista Morgan	X	
4017 Oakdale Ln	Shannon Allen	Shannon Allen	X	
4008 Holly Ln	BRIAN HADEN	Brian Haden	X	

1720 Mistletoe Press Theriot

Dustin H

Petition to lower the speed limit to 25 MPH in our neighborhood

Address	PRINT Resident Name	Resident Signature	Favor	Opposed
4016 Holly Ln	JOHN RICHARDSON		X	
4020 Holly Ln				
4017 Holly Ln	Charley & Sherri Posey		X	
4101 Holly Ln	Lucie Hasek		X	
4100 Holly Ln	Mike Black	Mike Black	X	
4112 Holly Ln	Elizabeth Paige Sonnabend		X	
1641 Holly Pl	Tony Higgins		X	
1621 Holly Pl	LINDA JACOBS		X	



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

WORK SESSION ITEM

DATE: March 10, 2020

FROM: Clay Riggs, P.E., C.F.M., Assistant Director of Public Works
Matthew J. Hotelling, P.E., PTOE, ADAC, Traffic Engineer

ITEM: **Capital Improvement Projects Review for Streets, Street Reconstruction and Traffic Signals for FY 20-21.**

BACKGROUND INFORMATION: During the January 2020, Transportation Commission (TRC) meeting work topics item, the Commissioners expressed a desire to have greater input and review of the Capital Improvement Project (CIP) program for Streets, Streets Reconstruction and Signals. The CIP group is beginning their compilation of the upcoming FY 20-21 budget year process. This item will provide a chance for TRC to provide feedback to staff on the projects for FY 19-20. The input from the TRC will be used to help select projects for the upcoming year or possibly push projects out into future years. Attached to this agenda item are the current (FY 19-20 Amendment 1) CIP for Streets, Street Reconstruction and Traffic Signals. Street reconstruction projects are based on the street rating system that the TRC heard back in October 2016. Other projects that are funded by Impact Fees may not move due to their connection to the Impact Fee Schedule

The Streets, Street Reconstruction, and Traffic Signal Projects Five Year CIP identify funding sources and schedules for the construction. The Five Year CIP is revisited and modified as needed as part of the Town's yearly budget process.

Streets projects are projects that the Town builds as new roadways. Currently slated for FY 20/21 is the Denton Creek Boulevard Road and Bridge, and the design of some major street intersection improvements at FM 2499/FM 3040 and at FM 2499/FM 407. Those intersections improvements are tied to Denton County funding. If that funding is not available, these projects will shift to future years. This is the same scenario with the Lakeside Parkway Capacity Improvements. As staff continues to review locations of need, additional projects may be added at a later date. If projects are added or moved, an updated CIP Streets listing will be sent to the Commissioners.

Street Reconstruction projects are projects that take an existing roadway that has begun to fail or is rated low in the Pavement Management Index and brings them up to new condition. These projects are paid for by the 1/4 cent sales tax for Streets. The 1/4 cent sales tax must be voted on every 4 years. This renewal was approved in November of 2019. This funding source has proven itself invaluable to keeping our older streets maintained and has save multiple millions of dollars from needing to be spent out of the general fund to fix these streets. Current projects listed on the Street Reconstruction List for FY 20/21 include Colonial Drive Phase II, Edgefield Trail, and Wood Creek Circle. Like Streets projects, staff will continue to look at locations that may have progressed quicker than predicted with the Pavement Management Index and may prioritize other locations at a later date. If projects are added or moved, an update CIP Streets Reconstruction listing will be sent to the Commissioners.

There have been a number of locations that have met traffic signal warrants and could be placed on the CIP for Traffic Signals. The signal at US 377 and Canyon Falls Drive that may supersede these new traffic signals in order to complete that connection to the railroad to make this location operational. The Town has funding in place for the cost that the Union Pacific Railroad (UPRR) estimated last July plus some contingency. This work by UPRR is to be done at no cost to the railroad. Since it will be nearly one year since the signed agreement to the beginning of work, any cost overruns are the responsibility of the Town. Providing this location stays within the budgeted amount, the Town is proposing two new locations for design and construction next year. Those locations are FM 1171 (Cross Timbers) at Canyon Falls Drive and the intersection of Garden Ridge Boulevard and Forest Vista Drive.

Any feedback from TRC will be given to the Executive Director of Public Works to be distributed to the appropriate staff person to use as part of the decision making process for project for the FY 20-21 CIP.

ATTACHMENTS:

1. FY 19-20 CIP Sheets for Streets, Street Reconstruction and Traffic Signals Amendment 1

RECOMMENDATION: The purpose of this item is to provide information to the Transportation Commission and the elicit feedback in the form of consensus ideas on the CIP projects. No Formal Action is required.

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2019-2020
2/17/2020
Amendment 1

	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					
			2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2028									2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2028
	Aberdeen Drive Phase I (2 Lanes FM 2499 to Lake Forest) **	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,000	\$ 1,300,000	0.5	\$ 350,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Aberdeen Drive Phase II (2 additional Lanes FM 2499 to 700 ft. North of Spinks) **	-	-	-	-	2,463,000	-	-	2,463,000	1,063,000	0.5	-		-	1,400,000	-	-	-	-	1,400,000	-	-
	ADA Transition Plan and Implementation **	1,148,000	150,000	150,000	150,000	150,000	150,000		1,898,000	163,000	2.4	1,135,000		-	600,000	-	150,000	150,000	150,000	150,000	-	-
	Bruton Orand at FM1171 Right Turn Lane (Northbound)	100,000	450,000	-	-	-	-	-	550,000	170,000	2.4	380,000		-	-	-	-	-	-	-	-	-
	Churchill Drive (FM 2499 to Yucca) **	1,000,000	-	-	-	-	-	-	1,000,000	1,000,000	0.2,7	-		-	-	-	-	-	-	-	-	-
	Cowboy Lane **	-	-	-	-	-	-	433,337	433,337	193,337	3	-		-	240,000	-	-	-	-	-	-	240,000
	Denton Creek Boulevard (I35W to Prairie Ridge Rd) **	-	400,000	800,000	-	-	-	11,285,000	12,485,000	11,070,000	0	-		-	1,415,000	-	-	-	-	-	-	1,415,000
	Denton Creek Boulevard Bridge (Graham Branch crossing) **	1,650,000	-	5,407,000	-	-	-	-	7,057,000	1,650,000	0.1	-		-	5,407,000	-	5,407,000	-	-	-	-	-
	Firewheel Drive (complete 4 lane gap, to 340 feet north of Garden Rd) **	615,000	-	-	-	-	-	-	615,000	615,000	0.2	-		-	-	-	-	-	-	-	-	-
	FM 1171 at FM 2499 Westbound Right Turn Lane **	998,000	-	-	-	-	-	-	998,000	998,000	7	-		-	-	-	-	-	-	-	-	-
	FM 1171 at River Walk Dr Intersection Improvements **	950,000	-	-	-	-	-	-	950,000	350,000	0.3,5	600,000		-	-	-	-	-	-	-	-	-
	FM 2499 at FM 3040 Intersection Improvements **	-	-	400,000	1,588,000	-	-	-	1,988,000	-				-	1,988,000	-	400,000	1,588,000	-	-	-	-
	FM 2499 at FM 407 Intersection Improvements **	-	-	400,000	1,300,000	-	-	-	1,700,000	1,400,000	1	-		-	300,000	-	300,000	-	-	-	-	-
	FM 2499 at Lakeside North Right Turn Lane **	475,000	-	-	-	-	-	-	475,000	375,000	0	100,000		-	-	-	-	-	-	-	-	-
	FM 2499 at Waketon Intersection Improvements	360,000	1,540,000	-	-	-	-	-	1,900,000	1,300,000	7.8	600,000		-	-	-	-	-	-	-	-	-
	FM 2499 Roadway, Traffic Signal, and Drainage	8,200,000	-	-	-	-	-	-	8,200,000	7,000,000	1	1,200,000		-	-	-	-	-	-	-	-	-
	Garden Ridge Through Lane (at FM 3040)	60,000	550,000	-		-	-	-	610,000	610,000	0.4	-		-	-	-	-	-	-	-	-	-
	I35W Interchange at Denton Creek	-	-	-	-	-	-	5,000,000	5,000,000	2,500,000	1.5	-		-	2,500,000	-	-	-	-	-	-	2,500,000
	Impact Fee Update	-	90,000	-	-	-	-	90,000	180,000	180,000	0	-		-	-	-	-	-	-	-	-	-
	Kirkpatrick Lane Phase III (South of FM 1171)	-	-	-	800,000	7,918,000		-	8,718,000	4,975,000	0.1	-		-	3,743,000	-	-	-	3,743,000		-	-
	Lake Forest Boulevard Roadway Improvements	2,000,000	-	-	-	-	-	-	2,000,000	600,000	0	1,400,000		-	-	-	-	-	-	-	-	-
	Lakeside Parkway Capacity Improvements **	-	540,000	8,000,000	-	-	-	-	8,540,000	8,540,000	1.2,3	-		-	-	-	-	-	-	-	-	-
	Lusk/Red Oak East-West Connector	-	-	-	-	-	-	7,232,000	7,232,000	732,000	0.2	-		-	6,500,000	-	-	-	-	-	-	6,500,000
	Morris Road Improvements **	1,410,000	-	-	-	-	-	-	1,410,000	1,285,000	0.1,4	125,000		-	-	-	-	-	-	-	-	-
	Peters Colony Roundabout **	200,000	910,000	-	-	-	-	-	1,110,000	1,110,000	2.4	-		-	-	-	-	-	-	-	-	-
	Rippy Road (Waketon to FM 2499)**	1,150,000	3,600,000	-	-	-	-	-	4,750,000	4,331,000	2.4,7	419,000		-	-	-	-	-	-	-	-	-
	Roadway Amenities	593,083	90,000	90,000	90,000	90,000	90,000	-	1,043,083	398,083	2.4	285,000		-	360,000	-	90,000	90,000	90,000	90,000	90,000	-
	Shiloh Road Improvements **	-	505,000	-	-	-	-	6,100,000	6,605,000	505,000	1	-		-	6,100,000	-	-	-	-	-	-	6,100,000
	Sidewalk Links **	1,111,000	150,000	-	-	-	-	-	1,261,000	1,261,000	2.4	-		-	-	-	-	-	-	-	-	-
	Skillern Road (Flower Mound Rd to Riverhill) **	905,000	-	-	-	-	-	-	905,000	85,560	3	819,440		-	-	-	-	-	-	-	-	-
	Street Light Improvements	-	115,000	-	-	-	-	-	115,000	115,000	2.4	-		-	-	-	-	-	-	-	-	-
	Transportation Model Update and LOS Mapping	75,000	-	-	-	-	-	-	75,000	75,000	2	-		-	-	-	-	-	-	-	-	-
	Waketon Road **	5,500,000	-	-	-	-	-	-	5,500,000	5,270,000	3.5,7	230,000		-	-	-	-	-	-	-	-	-
	Windsor Roundabout Connection	325,000	-	-	-	-	-	-	325,000	325,000	2.4	-		-	-	-	-	-	-	-	-	-
	SUBTOTAL	\$ 30,475,083	\$ 9,090,000	\$ 15,247,000	\$ 3,928,000	\$ 10,621,000	\$ 240,000	\$ 30,140,337	\$ 99,741,420	\$ 61,544,980		\$ 7,643,440		\$ -	\$ 30,553,000	\$ -	\$ 6,347,000	\$ 1,828,000	\$ 3,983,000	\$ 1,640,000	\$ 16,755,000	

*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)
10. Debt

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2019-2020
2/17/2020
Amendment 1

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					
		2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2028										2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2028
Blue Ridge Trail Reconstruction (Branchwood to Country Meadows)	-	790,000	-	-	-	-	-	790,000	790,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Colonial Drive Reconstruction Phase II (Whitney Lane to Homestead Drive)	-	200,000	1,321,000	-	-	-	-	1,521,000	1,521,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Edgefield Trail Reconstruction (Wood Creek Dr to Timber Valley Dr)	-	150,000	1,314,000	-	-	-	-	1,464,000	1,464,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Flower Mound Road Reconstruction Phase II (Old Settlers to Bruton Orand) **	-	-	-	-	-	-	2,344,000	2,344,000	2,344,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Forest Vista Reconstruction Phase II (Morriss to Chancellor) **	335,000	2,400,000	-	-	-	-	-	2,735,000	2,735,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Forest Vista Reconstruction Phase III (Chancellor to Lake Shore) **	-	-	350,000	2,300,000	-	-	-	2,650,000	2,650,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Grady Court Reconstruction (Homestead to Cul-de-sac)	675,000	-	-	-	-	-	-	675,000	675,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Marcus Drive Reconstruction (Christy Court to Conlly St)	-	-	-	-	-	-	1,170,000	1,170,000	1,170,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Morriss Road Panel Replacement (FM 3040 to FM 1171) **	4,040,000	-	-	-	-	-	-	4,040,000	4,040,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Old Gerault Road Reconstruction	370,000	-	-	-	-	-	1,200,000	1,570,000	1,570,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Raintree Drive Reconstruction (Ridgecrest to Shiloh)	-	-	-	-	-	-	800,000	800,000	800,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Timber Creek Road at College Intersection Reconstruction **	-	-	-	250,000	-	-	-	250,000	250,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Timber Creek Road Reconstruction Phase II (5000 Timbercreek Rd. to Homestead St.) **	-	-	-	250,000	2,000,000	-	-	2,250,000	2,250,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Timber Creek Road Reconstruction Phase III (Homestead St. to Kirkpatrick Ln.) **	-	-	-	-	300,000	2,925,000	-	3,225,000	3,225,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Timber Creek Road Reconstruction Phase IV (Timber Creek Bridge to Eaton) **	-	-	-	-	-	-	3,600,000	3,600,000	3,600,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Wood Creek Circle Reconstruction (Wood Creek Dr to end of Cul-de-Sac) **	-	-	500,000	-	-	-	-	500,000	500,000	8	-	-	-	-	-	-	-	-	-	-	-	-
Yucca Drive Reconstruction (Sagebrush to 700 ft South of FM 1171) **	1,300,000	-	-	-	-	-	-	1,300,000	1,300,000	8	-	-	-	-	-	-	-	-	-	-	-	-
SUBTOTAL	\$ 6,720,000	\$ 3,540,000	\$ 3,485,000	\$ 2,800,000	\$ 2,300,000	\$ 2,925,000	\$ 9,114,000	\$ 30,884,000	\$ 30,884,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
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Amendment 1

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					
		2019- 2020	2020- 2021	2021- 2022	2022- 2023	2023- 2024	2024- 2028							2019- 2020	2020- 2021	2021- 2022	2022- 2023	2023- 2024	2024- 2028
College Parkway at Timber Creek	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	350,000	\$ 350,000	0,4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bruton Orand at Kenwood	-	-	-	-	-	-	350,000	350,000	350,000	0,4	-	-	-	-	-	-	-	-	-
Bruton Orand at Quail Run	-	-	-	-	-	-	350,000	350,000	350,000	0,4	-	-	-	-	-	-	-	-	-
FM 1171 at Canyon Falls Blvd	-	-	350,000	-	-	-	-	350,000	215,000	0,4	-	-	135,000	-	135,000	-	-	-	-
FM 2499 at Chaparral	-	350,000	-	-	-	-	-	350,000	350,000	0,4	-	-	-	-	-	-	-	-	-
FM 2499 at Northshore	-	-	350,000	-	-	-	-	350,000	350,000	4	-	-	-	-	-	-	-	-	-
FM 2499 at Silveron	405,000	-	-	-	-	-	-	405,000	405,000	0	-	-	-	-	-	-	-	-	-
Garden Ridge at Forest Vista	-	-	350,000	-	-	-	-	350,000	350,000	0,4	-	-	-	-	-	-	-	-	-
Garden Ridge at Kirkpatrick	-	-	-	-	350,000	-	-	350,000	350,000	0,4	-	-	-	-	-	-	-	-	-
Lakeside at Silveron	-	-	-	-	-	-	350,000	350,000	350,000	0,4,5	-	-	-	-	-	-	-	-	-
Morriss at Eaton	-	-	-	350,000	-	-	-	350,000	350,000	4	-	-	-	-	-	-	-	-	-
Peters Colony at Churchill	-	-	-	-	-	-	350,000	350,000	350,000	0,4	-	-	-	-	-	-	-	-	-
Traffic Detection Rehabilitation	625,000	125,000	125,000	125,000	125,000	125,000	-	1,250,000	125,000	4	625,000	-	500,000	-	125,000	125,000	125,000	125,000	-
Traffic Signal Rehabilitation	-	-	-	-	-	-	500,000	500,000	-	-	-	-	500,000	-	-	-	-	-	500,000
U.S 377 at Canyon Falls Drive	730,000	-	-	-	-	-	-	730,000	730,000	0,1,2,4,9	-	-	-	-	-	-	-	-	-
SUBTOTAL	\$ 1,760,000	\$ 475,000	\$ 1,175,000	\$ 475,000	\$ 475,000	\$ 125,000	\$ 2,250,000	\$ 6,735,000	\$ 4,975,000		\$ 625,000	\$ -	\$ 1,135,000	\$ -	\$ 260,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 500,000

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