



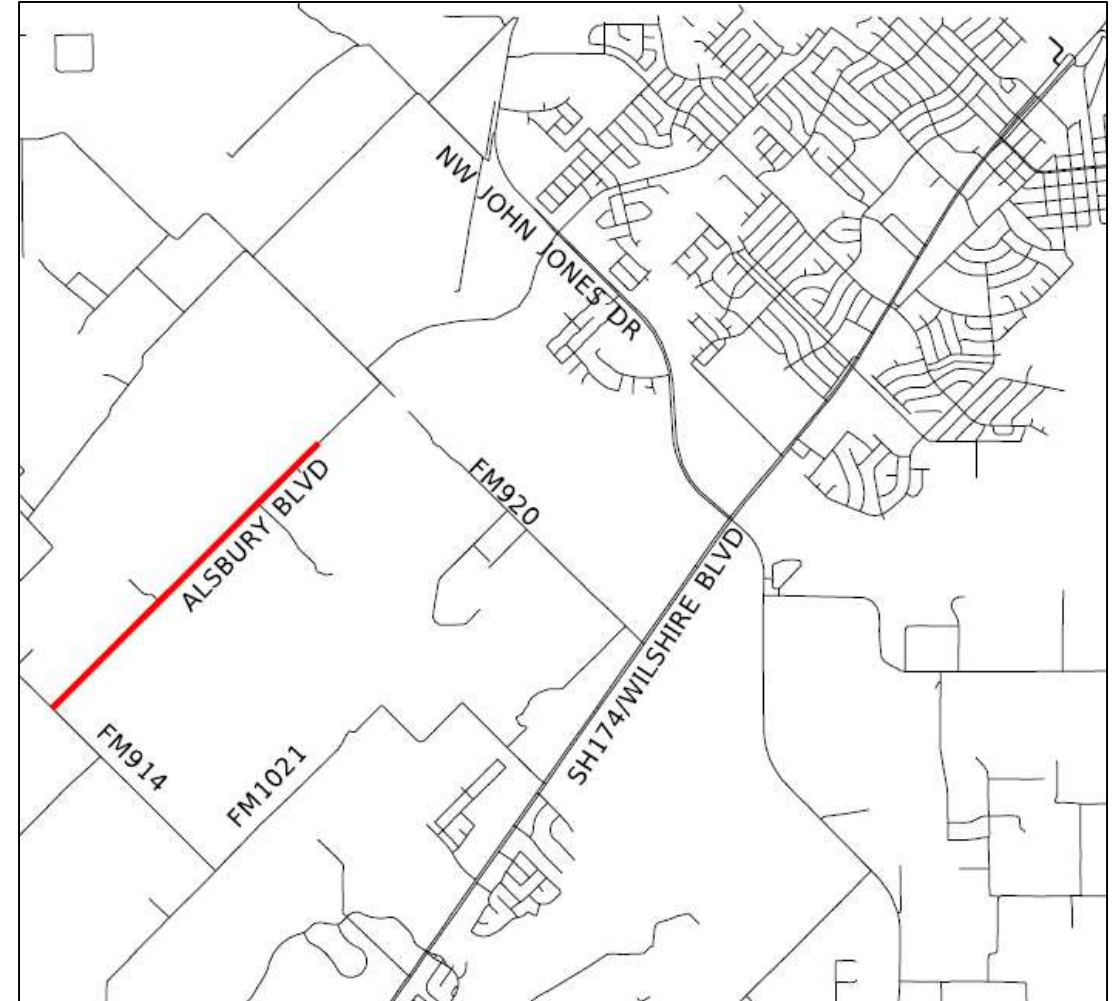
CR1020 (Alsbury Boulevard) Extension - Phase 3

PRESENTED TO CITY COUNCIL

MARCH 3, 2025

Outline

- Project Background
- Project Design Criteria
- Project Progress
- Project Coordination
- Project Budget
- Project Timeline



CR1020 (Alsbury) Extension Background



Project Overview

Extension of Alsbury Boulevard from Prairie Grove Lane to CR914 (Lakewood Drive) roundabout. The new section will be a 4-lane divided roadway with turn lanes, water, sewer, and drainage improvements.




CR1020 (Alsbury) Extension Background



Background


- The design of the Alsbury Boulevard Project was included in the voter approved 2022 GO Bond
- Fiscal Year 2023 CIP included appropriations to initiate project
- A professional services agreement for preliminary design was approved at the March 20, 2023 City Council meeting
- The preliminary design identified the tasks needed to move to a final design



Alsbury Boulevard

Hulen Street to CR 914

Design of Alsbury Boulevard to increase the road width from a two-lane to a four-lane roadway.

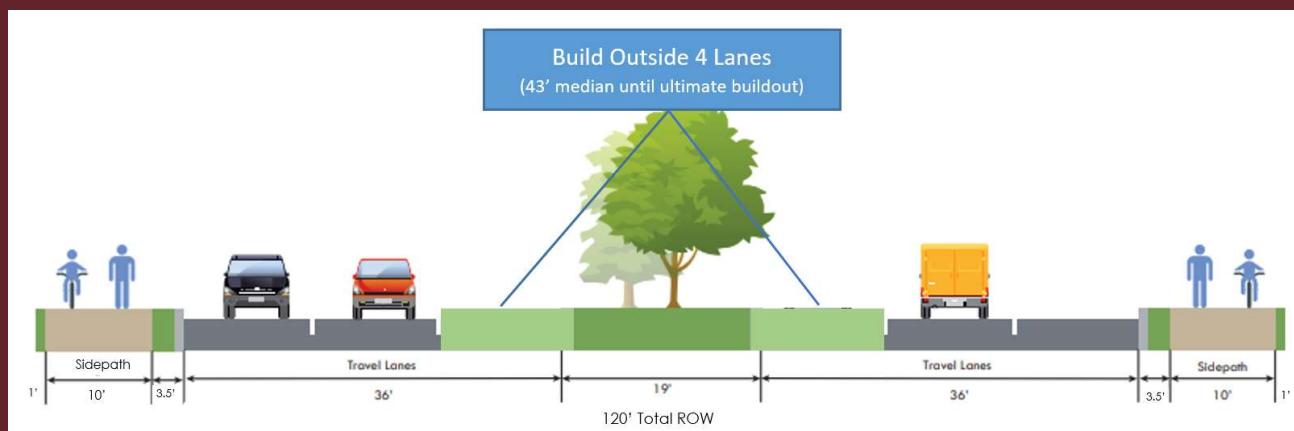


Design Selection Criteria

AADT	Driveway Activity Index per Mile ¹	Truck Percentage	Preferred Cross-Section
> 20,000	Any	Any	Four Lanes with TWLTL/ Four-Lane Divided
Notes:			
1. Driveway activity index is the number of residential driveways. The index is equal to three times the number of industrial driveways, or 12 times the number of commercial driveways (measured per mile).			
2. 6-ft minimum shoulder width. Greater widths are desirable.			

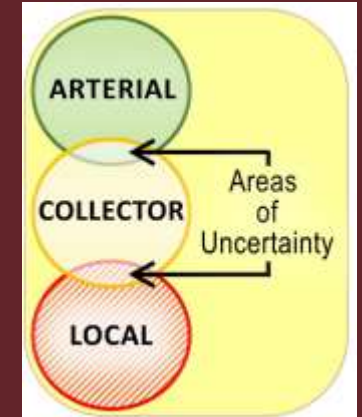
*TWLTL – Two way left turn lane

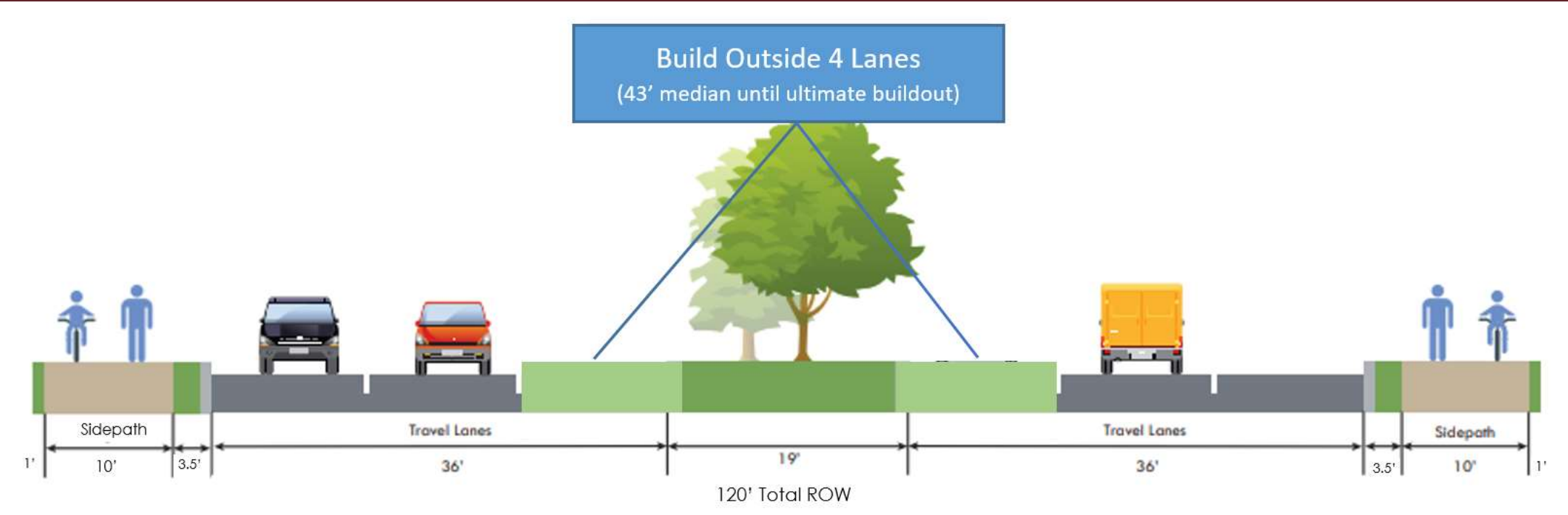
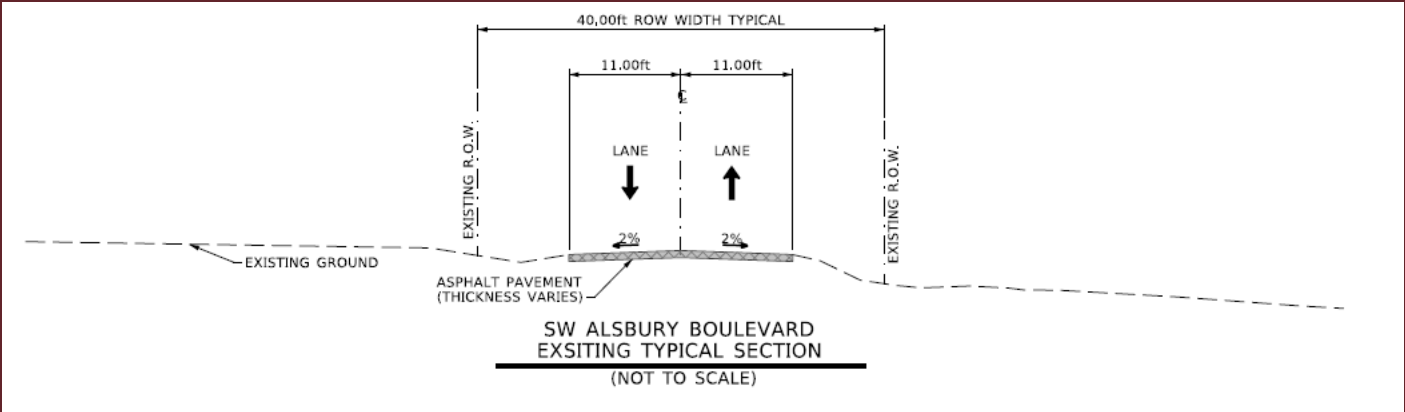
- Right-of-way width is a function of roadway elements as well as local conditions
- The Federal Highway Administration (FHWA) recommends right-of-way widths be larger than 100-feet and smaller than 300-feet
- City of Burleson Master Mobility Plan classifies CR1020 (Alsbury) as a Major Arterial which is to be a 4-lane section with an Annual Average Daily Traffic (AADT) of 29,900
- The threshold for a 4-lane divided arterial is an AADT of 30,000 where a 6-lane divided arterial is 51,000
- When approaching the threshold between a 4-lane and 6-lane arterial, it is best practice to plan for the necessary right-of-way width of the larger option

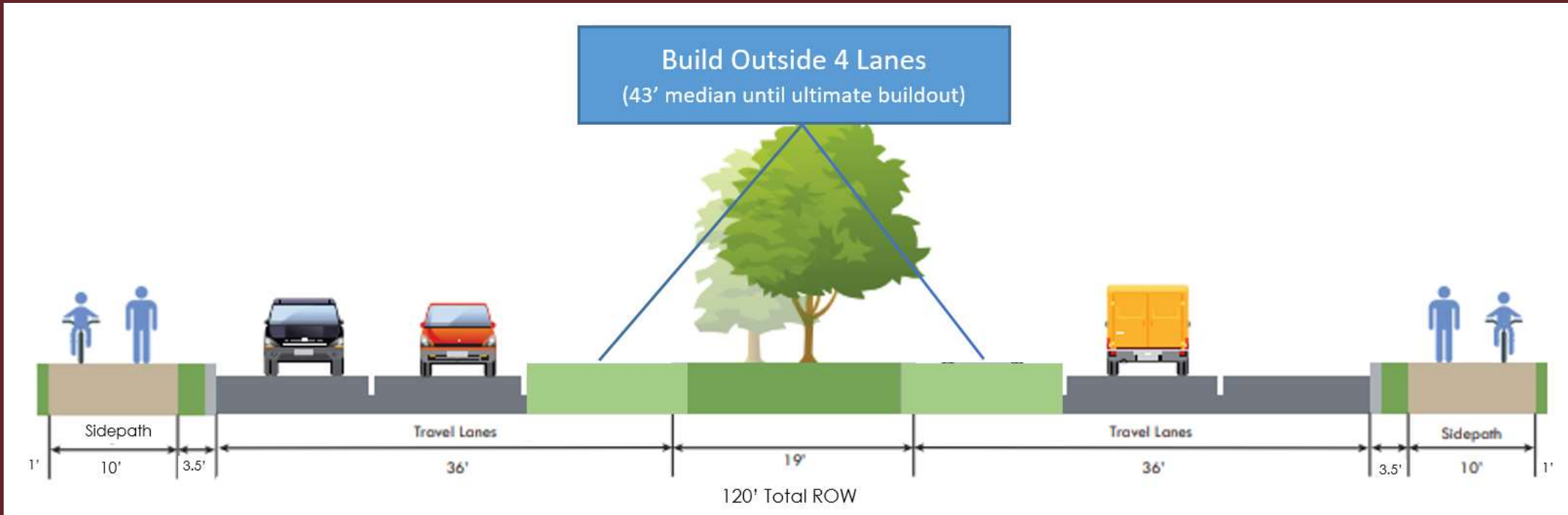


Functional Classification

- There are three categories of classification; Arterial, Collector, and Local. Sub-categories of major and minor.
- Typically as traffic increases on a roadway its functional classification changes.
- TxDOT maintains maps showing the functional classifications of roadways.
- CR1020 (Alsbury) is currently a Local Street on TxDOT maps but will be classified as a Major Arterial.
- Major Arterials serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas.

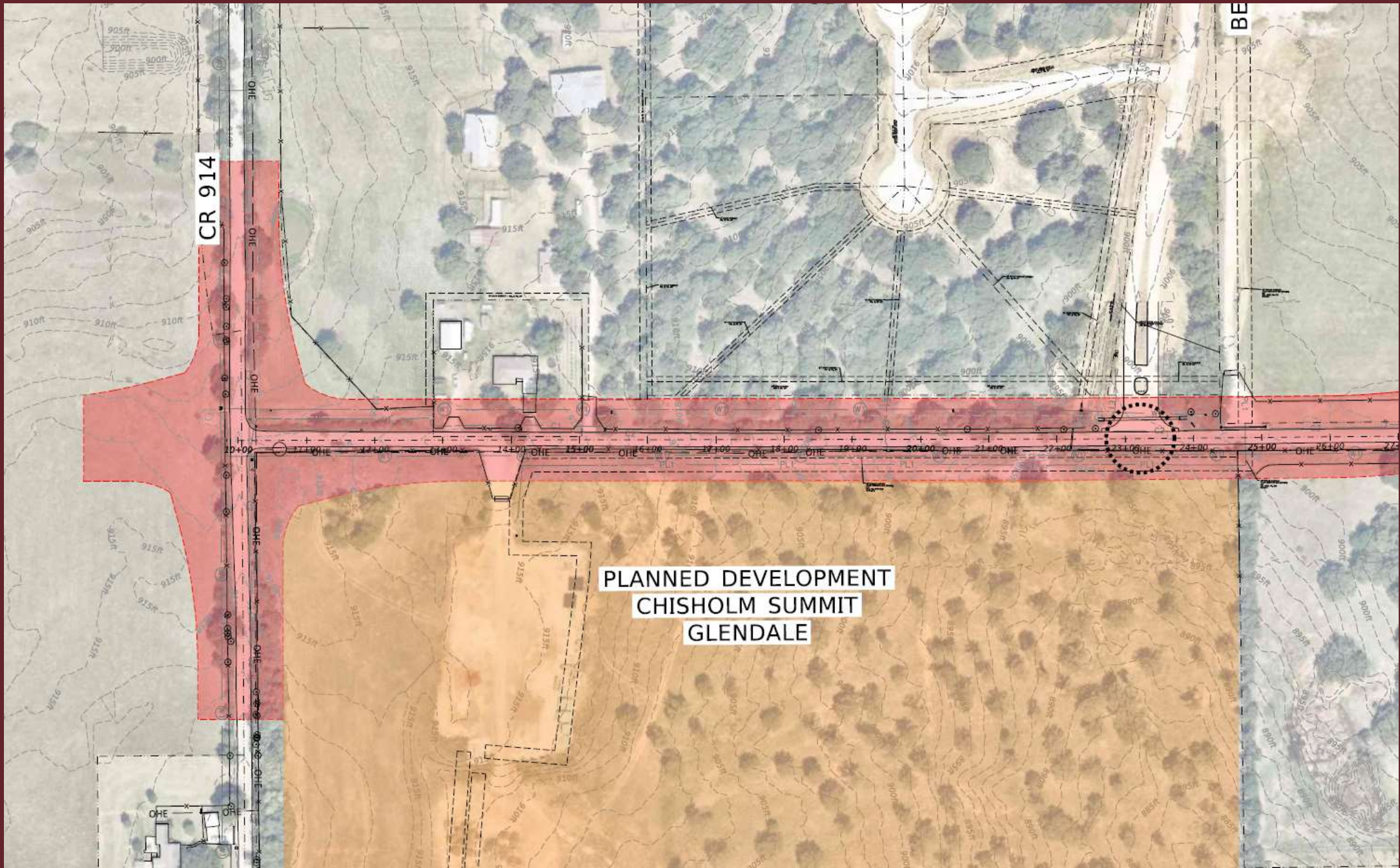






Project Includes:

- Existing 2-lanes expanded to **Proposed 4-lanes**
- ROW acquisition for **Future 6-Lane** Ultimate Roadway
 - Over 50 individual properties with acquisitions needed for;
 - Right-of-Way, Drainage, Utility and Grading Easements, and Temporary Construction Easements
- Dual shared-use path on both sides
- Wide landscaped median with room for future widening to ultimate



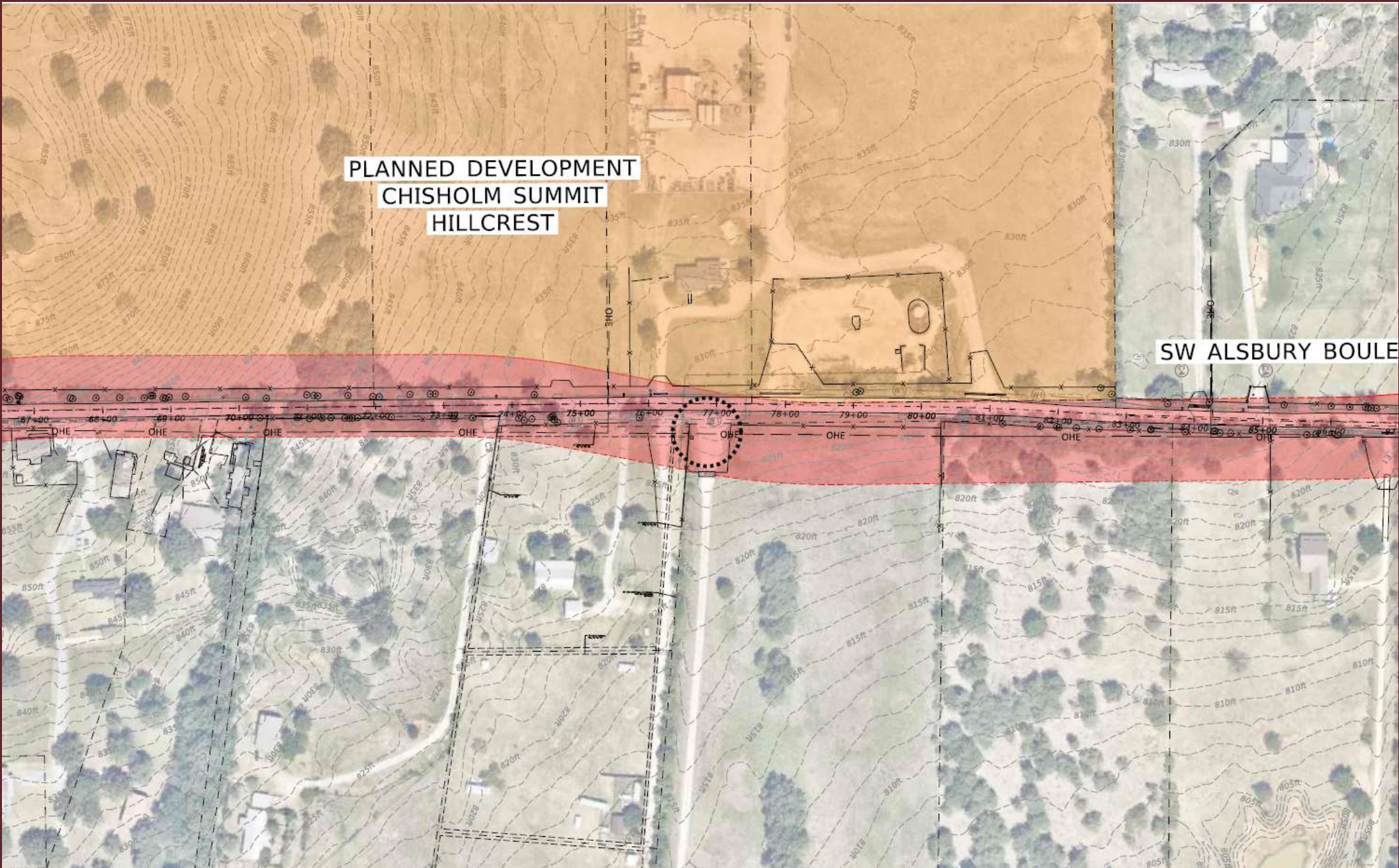


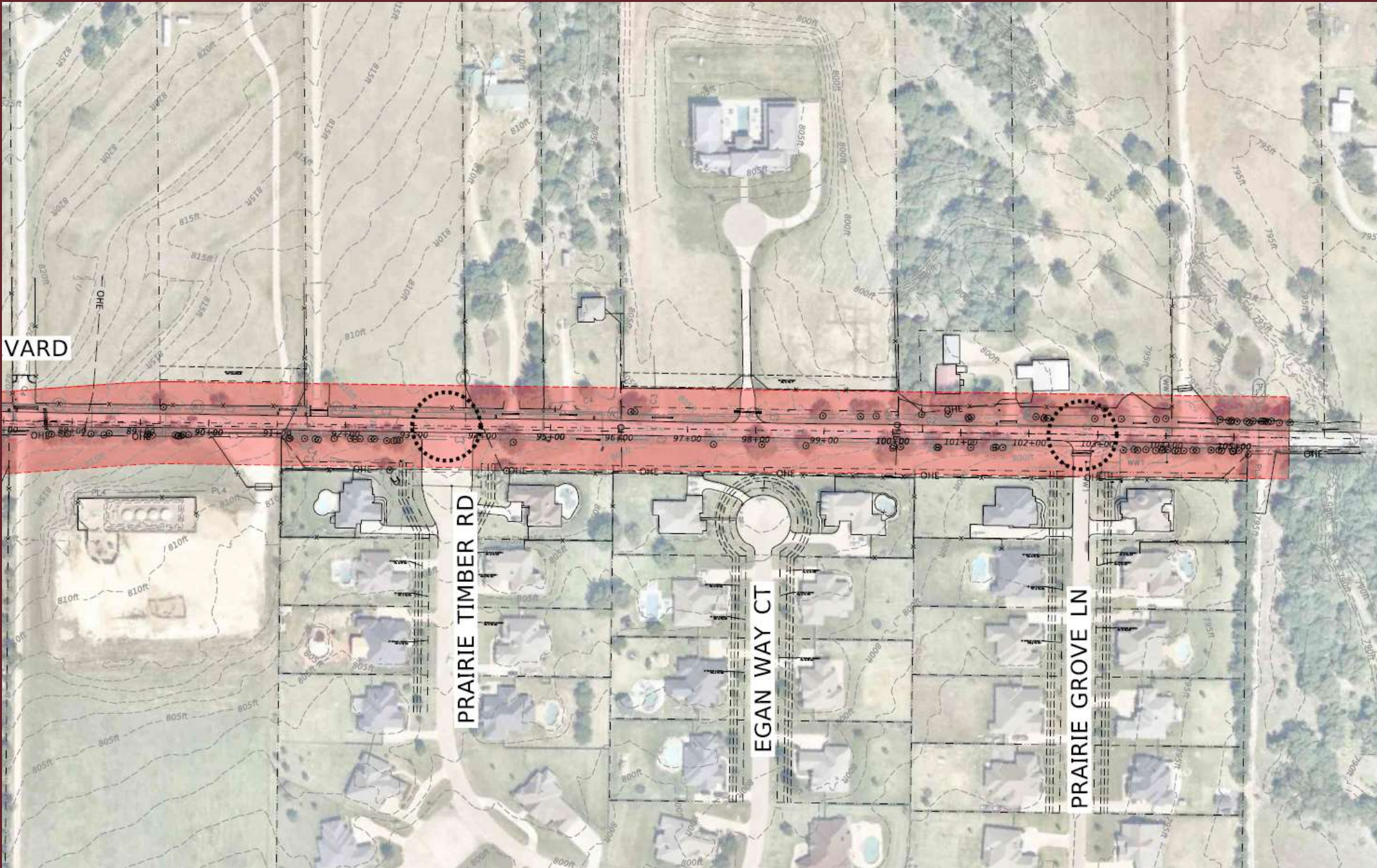




**PLANNED DEVELOPMENT
CHISHOLM SUMMIT
HILLCREST**

SW ALSBURY BOULE





Project Progress

- ❑ **Fiscal Year 2023:** Council adopted 5 year CIP with \$2.5 Million allocated to initiate project
- ❑ **March 20, 2023:** Council approves consultant agreement for Preliminary Design Report
- ❑ **September 2024:** Preliminary alignment concept complete
- ❑ **November 2024:** Public meeting





Public Meeting

- A public meeting was held November 13, 2024 with attendees able to ask staff questions and leave written comments
- Generalized comments from meeting
 - Concerned about losing the rural country feel
 - Prairie Timber Estates desires two dedicated turn lanes
 - No landscaping desired along street
 - No median, trucks & trailers cannot make a u-turn
 - If there is not a median cut at their property they cannot make a left
 - Concerned about property value
 - Other roads are crowded too, when will those be upgraded



Federal Funding



- Federal-aid funds are generally distributed to States using formulas specified in Federal law for various grant programs
- In the Dallas/Fort Worth region the North Central Texas Council of Governments (NCTCOG) is the designated recipient for the funds, and Local Governments are sub-recipients
- NCTCOG oversees decisions regarding the selection of projects for funding and is responsible for ensuring Federal requirements are met, including those for funds eligibility
- Projects partially or fully funded from federal sources are required to be classified as a Major Collector or above.
- The Transportation Improvement Program (TIP) is a staged, multi-year program of projects within the Dallas-Fort Worth area, approved for funding by federal, state, and local sources.
- Every two years, the NCTCOG, in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP.

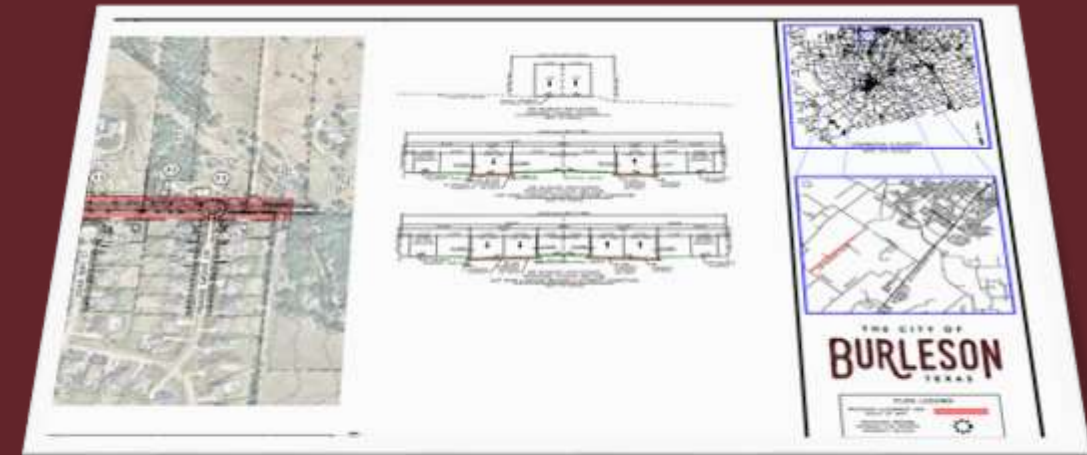




Project Coordination

Design and Right-of-Way

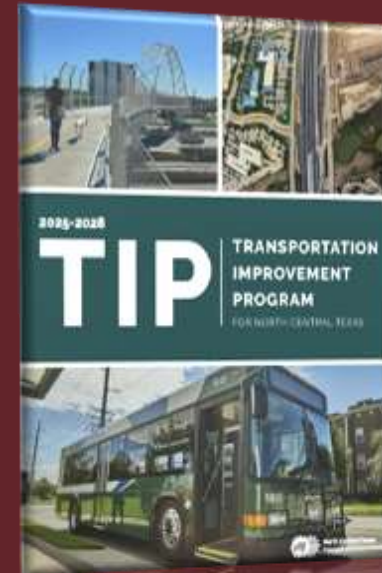
- Staff will bring professional service agreement for final design to Council in upcoming meeting
- An external consulting firm will be engaged to perform right-of-way acquisitions
 - support appraisals, conduct surveys, prepare documents, and facilitate negotiations





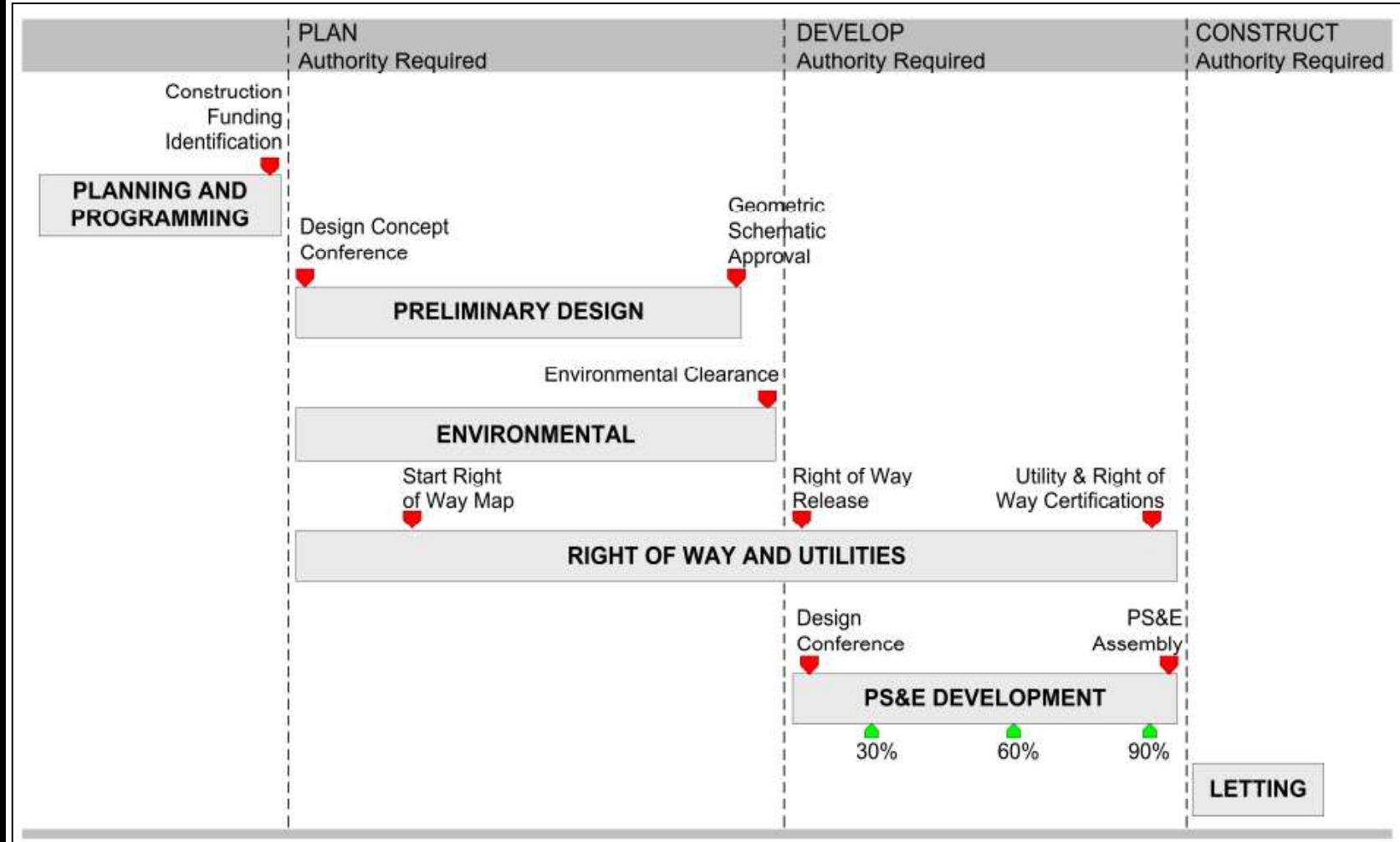
Budget Recap and Estimate

- Current CIP Budget: \$16.5 Million
 - GO Bond: \$2.5M
 - 4A Funds: \$14M
- Latest Construction Estimate: \$42.5 Million
 - City will pursue future funding opportunities for construction



Upcoming Key Milestones

- ❑ Update Classification with NCTCOG
- ❑ Coordinate NCTCOG TIP Update
- ❑ Start Preliminary Design
- ❑ Start Environmental Evaluation
- ❑ Start Right of Way Acquisition
- ❑ Coordinate Franchise Utility Relocations
- ❑ Pursue Construction Funding





Next Steps

- Proceed with design, meeting Federal standards, and right-of-way acquisition, as currently planned in the CIP.
 - Continue to position project for grant funding opportunities.
 - Construction start contingent upon funding award.



Questions

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