Dietz Elkhorn (East) Reconstruction Project Options

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Grant Watanabe, P.E.

Director of Public Works and Engineering Services

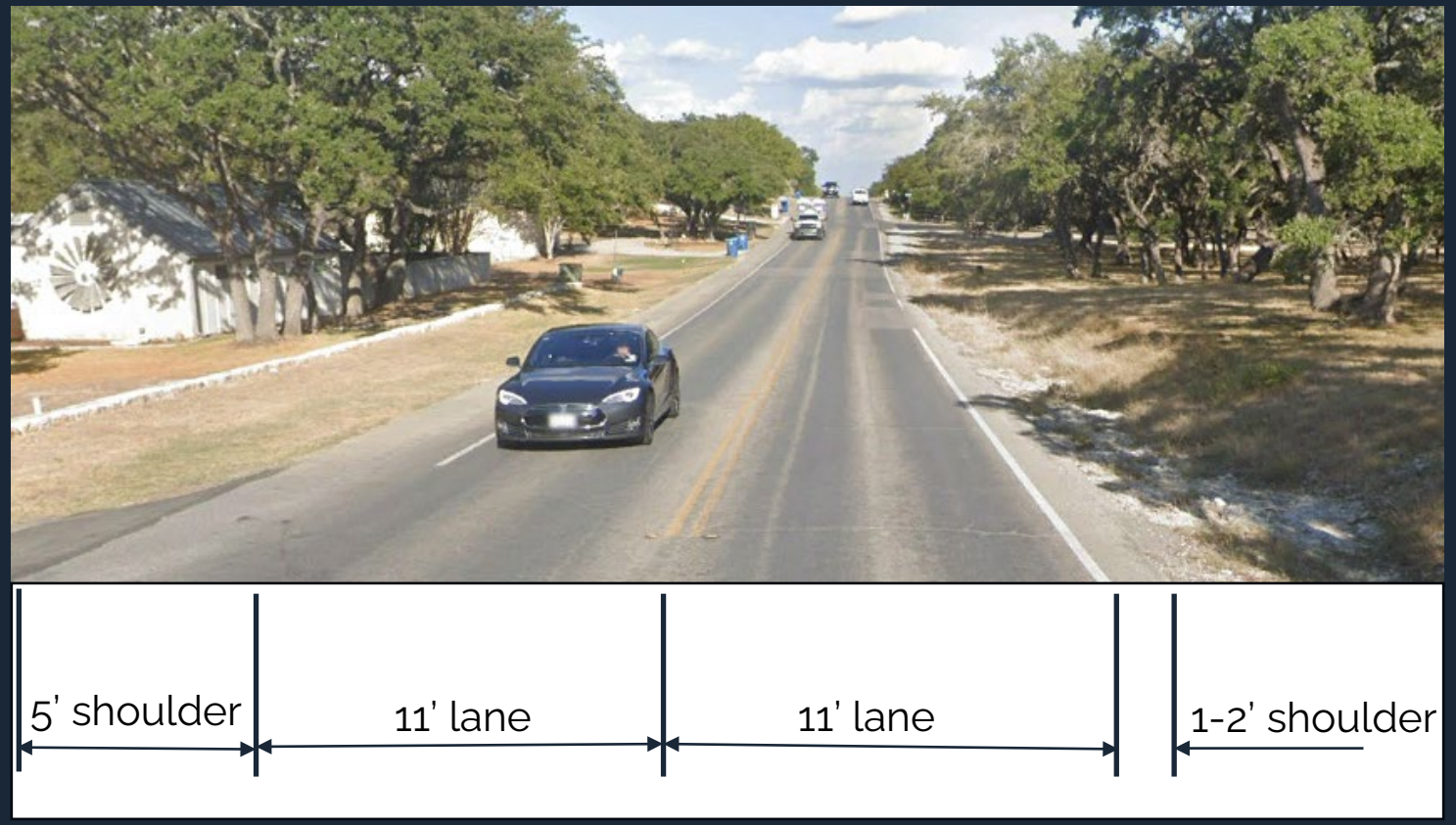
AGENDA

- Project Overview
- Existing Roadway Section
- Proposed Typical Section Options
  - OPTION 1 – Reconstruction with wider shoulders
  - OPTION 2 – Reconstruction with shared-use path
  - OPTION 3 – Reconstruction with a sidewalk
  - OPTION 4 – Reconstruction with combined-use path
- Summary and Cost Comparison
- Next Steps
- Questions

Project Overview

- Full depth reconstruction of Dietz Elkhorn (East) between Fair Oaks Parkway and FM3351, drainage improvements, utility and driveway adjustments
- No ROW acquisition
- Consideration for transportation alternatives, including bike and pedestrian facilities, where feasible

Existing Roadway Section

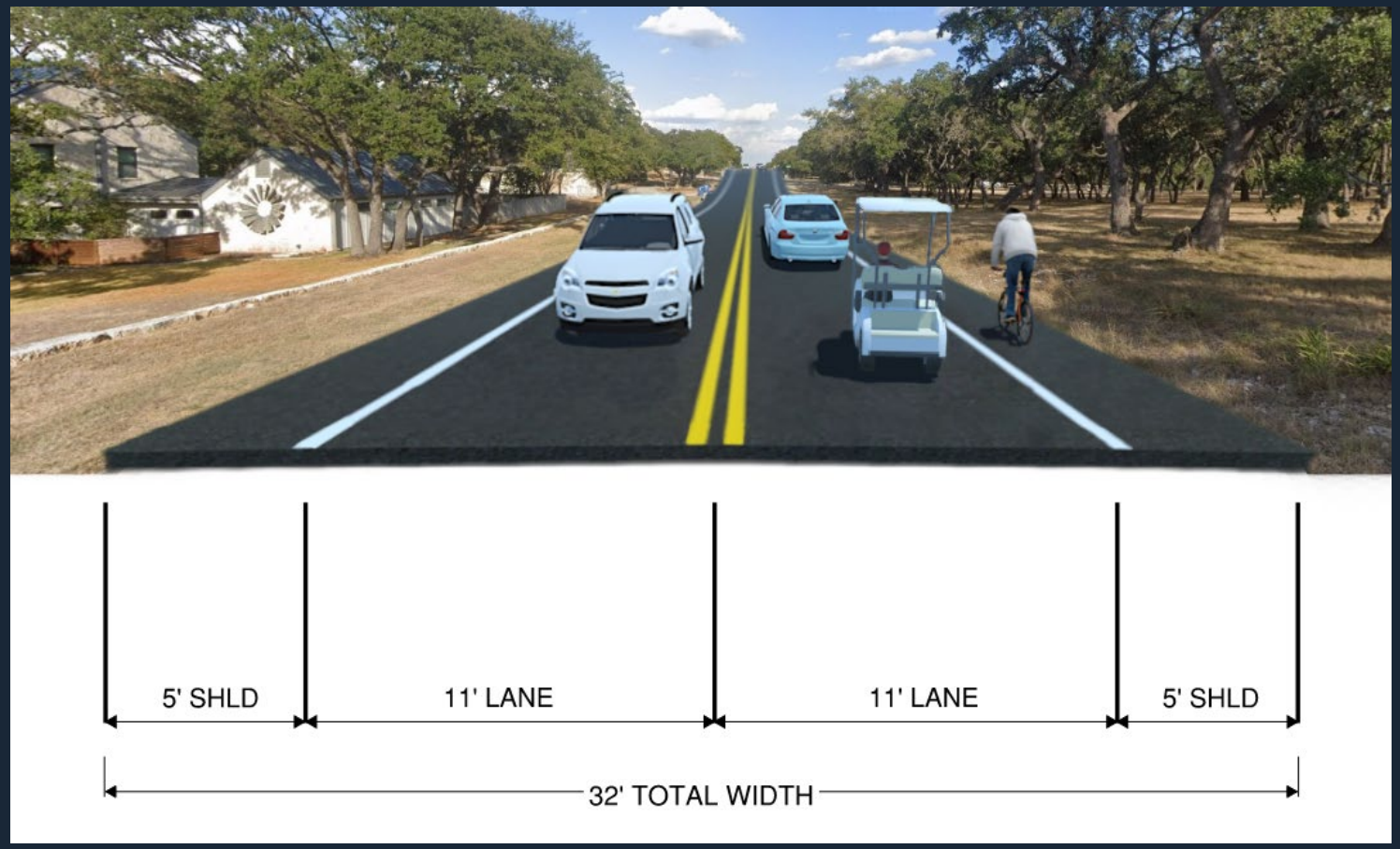


Existing length: 1.2 miles (Fair Oaks Parkway to FM3351)

Existing width: 28-29 ft.

- 11 ft. lanes
- 5 ft. paved shoulder (north side)
- 1-2 ft. paved shoulder (south side)

Proposed Typical Section – Option 1



Proposed Width: 32 ft.

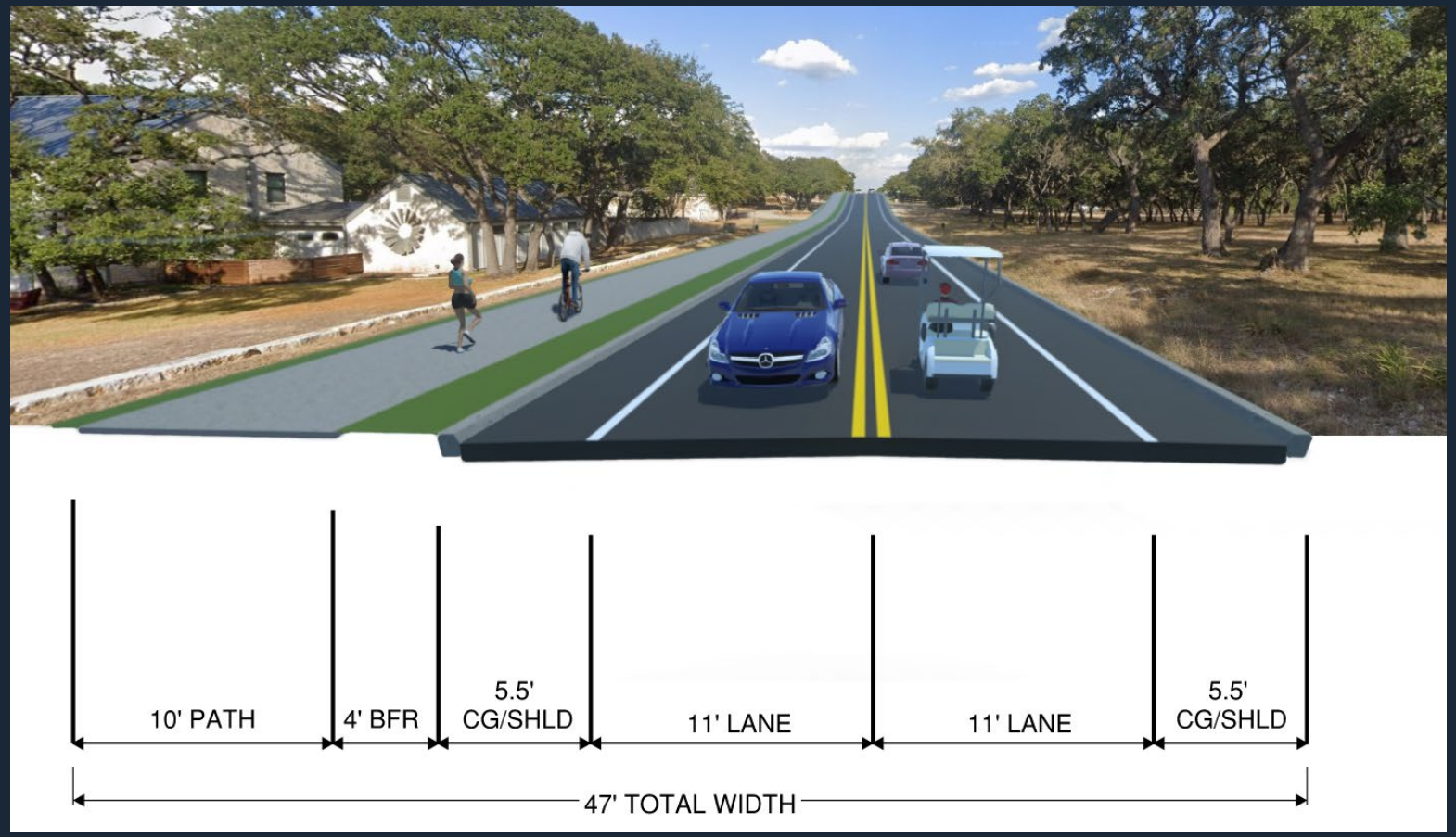
- 11 ft. lanes
- 5 ft. paved shoulder (north side)
- 5 ft. paved shoulder (south side)

Existing bar ditches to remain, culverts replaced, regrading

Minimal impact to utilities

Estimated Construction Cost: $3.5 million

Proposed Typical Section – Option 2



Proposed Width: 47 ft.

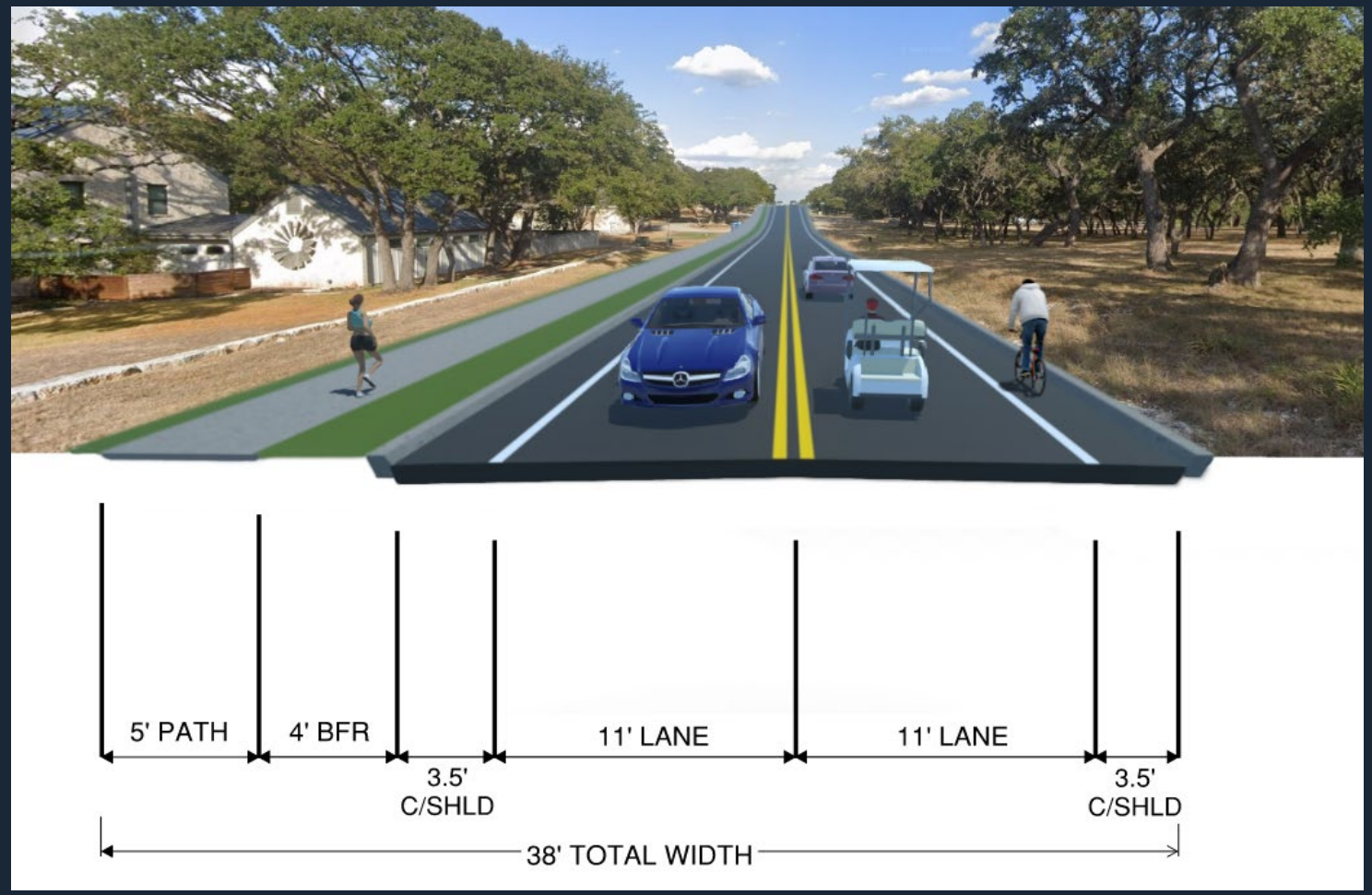
- 11 ft. lanes
- 5.5 ft. paved shoulder and curb (north and south side)
- 10 ft. shared-use path
- 4 ft. buffer

Roadway centerline shifted to accommodate shared-use path

Underground storm drain system needed

Estimated Construction Cost: $7.1 million

Proposed Typical Section – Option 3



Proposed Width: 38 ft.

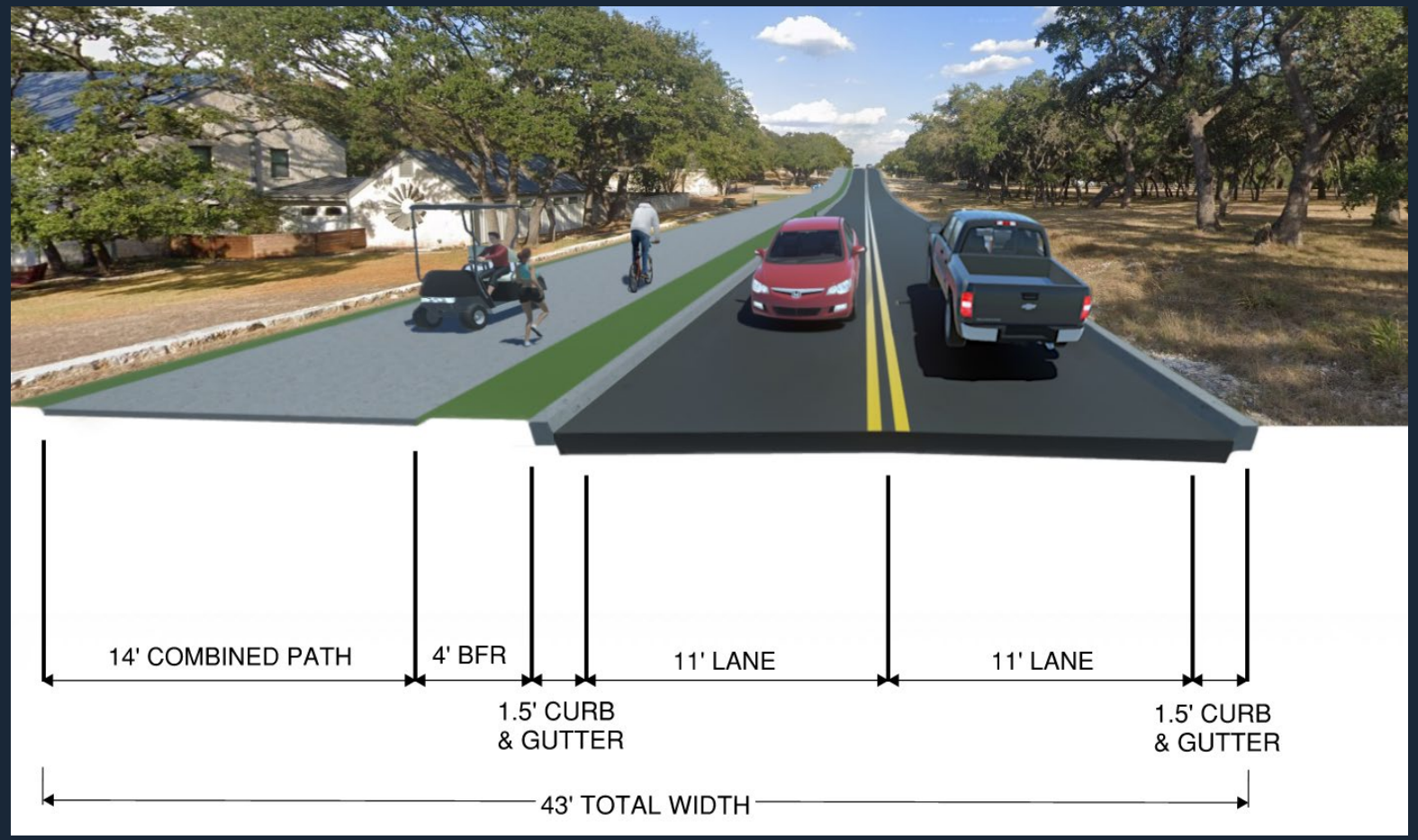
- 11 ft. lanes
- 3.5 ft. paved shoulder and curb (north and south side)
- 5 ft. sidewalk
- 4 ft. buffer

Roadway centerline shifted to accommodate sidewalk

Underground storm drain system needed

Estimated Construction Cost: $6.1 million

Proposed Typical Section – Option 4



Proposed Width: 43 ft.

- 11 ft. lanes
- 1.5 ft. curb and gutter (north and south side)
- 14 ft. combined-use path
- 4 ft. buffer

Roadway centerline shifted to accommodate combined-use path

Underground storm drain system needed

Estimated Construction Cost: $7.0 million

Summary and Cost Comparison

- OPTION 1 - Wider Shoulders $3.5 million
- OPTION 2 – Shared-Use Path $ 7.1 million
- OPTION 3 – Sidewalk $ 6.1 million
- OPTION 4 – Combined-Use Path $ 7.0 million

- Major Contributing Cost Factors
  - Pavement Section and Widths
  - Underground Storm Drain System
  - Concrete for Sidewalk/Shared-Use/Combined-Use Path
- Total bond authorization provides flexibility to consider all options

Next Steps

- Receive Council direction regarding preferred option
- Consultant completes schematic design for preferred option
- May 2024 General Obligation Bond Election
- Staff brings back work authorization for remaining engineering services (design development, construction documents, bid and construction phase services)
- Construction funding considered as part of budget cycle and tax rate approval process

Questions?