



CITY COUNCIL WORKSHOP

CITY OF FAIR OAKS RANCH, TEXAS

AGENDA TOPIC: Dietz Elkhorn (East) Reconstruction Project Options

DATE: March 21, 2024

DEPARTMENT: Public Works

PRESENTED BY: Grant Watanabe, P.E., Director of Public Works and Engineering Services
Steven Dean, P.E., CFM, Vice President for Water Resources, Pape-Dawson Engineers, Inc.
Joel Mesa, P.E., CFM, Project Manager, Pape-Dawson Engineers, Inc.

INTRODUCTION/BACKGROUND:

On August 29, 2023, the City held a townhall meeting to share information and receive public input on the Dietz Elkhorn (East) Reconstruction project and Multimodal Transportation options. This event kicked off two virtual surveys which received a total of 1,251 responses.

At the October 5, 2023, Regular City Council meeting, staff presented a summary of the survey results and received direction from Council to explore three potential options for the Dietz Elkhorn (East) Reconstruction project. Since the preliminary cost estimates for some options were high, staff worked with the engineering consultant to develop a fourth option which adds a sidewalk instead of share-use or combined-use path. A summary of each option and the associated cost estimate is listed below:

Existing Width:

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

Option 1 - Reconstruction with wider shoulders (\$3.5 million)

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

Option 2 - Reconstruction with a shared-use path (\$7.1 million)

- 11 ft. lanes
- 5.5 ft. paved shoulders and curb (north and south sides)
- 10 ft. shared use path with a 4 ft. buffer from edge of pavement

Option 3 - Reconstruction with a sidewalk (\$6.1 million)

- 11 ft. lanes
- 3.5 ft. paved shoulders and curb (north and south sides)
- 5 ft. sidewalk with a 4 ft. buffer from edge of pavement

Option 4 - Reconstruction with a combined-use path (\$7.0 million)

- 11 ft. lanes
- 1.5 ft. curb and gutter (north and south sides)
- 14 ft. combined-use path with a 4 ft. buffer from edge of pavement

Although no formal action is requested as part of this workshop, staff seeks direction on which reconstruction option is preferred. The consultant will proceed with full schematic design of the preferred option. Should voters approve the general obligation bond election in May, staff will request a fee proposal for remaining engineering services (full design development, preparation of construction documents, bid and construction phase services, etc.) and may bring back a work authorization for consideration at a future Council meeting.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

- Supports Priority 2.3 to Enhance Local Mobility and Multimodal Connectivity of the Strategic Action Plan.
- Supports Priority 3.4 to Enhance and Ensure Continuity of Reliable Roadway Improvement Initiatives of the Strategic Action Plan.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

Should voters approve the issuance of a general obligation bond, this project will be considered as part of the budget cycle and tax rate approval process.