



## MEMORANDUM

**DATE:** March 27, 2024  
**TO:** Mobility Committee  
**FROM:** Trevor Crain, Director of Capital Projects  
**SUBJECT:** Committee Requested Project Updates

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This memo provides information and updates from staff relating to updates to the Committee on items of interest discussed in past meetings. The following is a listing and brief staff response to the matters brought forward.

### Quarterly Construction Report:

- **Bonnie Brae 3 (Roselawn to I35)**– Is currently in construction. No schedule or budget impacts to report. Anticipated completion date Q3 of 2026.
- **Bonnie Brae 4B (I35 to Scripture)**– Is currently at 90% design. Staff will bring to 100% design and complete utility/ROW acquisition. The project will move to the construction phase once Bonnie Brae 3 nears completion.
- **Bonnie Brae 5 (Scripture to US 380)**– Under design by internal Engineering staff. The project will be brought to 100% design and then placed on hold until Bonnie Brae Phase 6 nears completion.
- **Bonnie Brae 6 (US 380 to US 77)** – Is at 100% design and is ready to be advertised for bid pending TxDOT approval of plans. The project is anticipated to begin construction in early Q2 of 2024 and has a 2-year construction timeline.
- **Riney Road East** – Is currently at 60% design. Construction is tentatively anticipated to begin in Q1 of 2025 and will have a 1-year construction timeline.
- **Westgate Road** – Is currently at 90% design. Construction is tentatively anticipated to begin in Q4 of 2024 and will have a 1 ½ year construction timeline.
- **Neighborhood 5B** – Is currently in the initiation phase. It will be packaged with the Oakland Drainage project that was approved in the 2023 Bond package and delivered using the CMAR project delivery method. Construction is tentatively anticipated to start in Q1 of 2025 and will have a 1 ½ year construction timeline.
- **McKinney Sidewalks** – Has completed the initiation phase and has begun design. During the design phase, any necessary ROW will be acquired. Construction is tentatively anticipated to start in Q1 of 2025 and will have a nine-month construction timeline.

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- **Ryan Road** – Is currently at 30% design. It will be brought to 100% design while all utility relocations and ROW acquisitions are completed. Construction will begin once Hickory Creek 3 nears completion. This project has a 2-year construction timeline.
- **Hickory Creek 3** – Is under construction. Staff is currently working through construction delays associated with the Kansas City Southern Railroad (KCSR) and anticipate a resolution to this issue in March 2024. Construction is planned to be completed in Q3 of 2025.

#### **Interchange of 380/Loop 288 and Sage Oak Owner's Escrow:**

Construction of sidepaths is typically the responsibility of the City of Denton. When sidepaths are on a TxDOT-owned roadway, City staff works closely with TxDOT to ensure the design meets the correct criteria and to obtain the proper permits prior to construction. TxDOT recently adopted a new policy to install sidepaths on all new construction projects. City staff inquired with TxDOT to determine if any funds were being held in escrow, pending sidepath construction, and TxDOT confirmed no funds were being held. Staff has contacted the HOA and is awaiting additional information. The Capital Projects department currently has a project under design that will construct sidewalks along the West side of Loop 288 from US 380 to Audra Drive. Construction is anticipated to begin in late Q1 of 2024.

#### **Temporary Lighting on McKinney Street:**

Staff has worked with Denton Municipal Electric to determine possible solutions to provide lighting along this corridor. Lighting will be included in the McKinney Sidewalks project, which was included during the FY 23 – 24 budget process. This project is currently under design and is anticipated to be ready for construction in Q1 of 2025.

#### **Lighting on US 380/Loop 288:**

The US 380 lighting project was included in the 2019 Bond Program. It will install street lighting along 380 from Loop 288 to I-35. This project is currently under design and is anticipated to begin construction in Q2 of 2025.

#### **Lighting and Landscaping for Construction Projects:**

Lighting needs are assessed as a part of the “complete streets” project delivery method. Photometric studies are included during the design phase of all projects. Should that study show that street lighting is needed, those would be included in the design plans for installation. The Capital Projects department works in conjunction with Denton Municipal Electric to ensure the installed lighting meets the new streetlighting criteria adopted in January 2024.

The inclusion of street tree plantings within street medians and the right-of-way is determined based on the following project types: City of Denton Capital Projects, Development-Driven Construction, and TxDOT Construction.

Capital Projects incorporates feedback from the Parks Department during the design stage of a roadway project, which may incorporate street tree plantings within any proposed medians or along the outer edges of the street. However, the inclusion of these plantings and their final planting

locations for each project is dependent on the total funding available or the presence of underground utilities. In most cases, the Parks Departments will utilize the Tree Fund or other grant funding to place street trees post-construction as part of the Enhanced Beautification Initiative, established by City Council. For example, after construction is complete, the Parks Department will utilize the Tree Fund to incorporate street trees along Hickory Creek Road.

Regardless of the roadway's classification on the Mobility Plan, when a new public street is constructed by a development as part of their internal and/or perimeter street network, the development is required to incorporate street tree plantings along each side of the right-of-way in accordance with 2019 Denton Development Code Subsection 7.7.7. These planting locations are selected through the development review process and installed after the construction of public infrastructure but prior to the issuance of any certificates of occupancy. Street trees planted through the development review process may differ based on plant spacing, species type, or spacing requirements due to the presence of underground utilities or power lines.

Along TxDOT roadways, street trees are only present within medians when there are no conflicts with underground utilities. In most cases, the presence of street trees along a TxDOT roadway is unlikely due to TxDOT clearance requirements, which prohibit obstructions that would reduce sight visibility. Exceptions to this prohibition may be present only with prior approval from the State of Texas through a maintenance agreement. At this time, all existing maintenance agreements between the City of Denton Parks and Recreation Department and TxDOT are for general landscaping in the TxDOT right-of-way and/or street trees within medians, such as US 77 and FM 2499. These maintenance agreements were established after receiving TxDOT funding through the Green Ribbon Grant Program to establish enhanced landscaping, in line with City Initiatives executed by Parks.

#### **Regulations on Sidepath Widths, Sidepath on FM 1515 and Parks Trail Connectivity:**

On December 20, 2023, the Committee requested clarification regarding sidewalk and sidepath widths, due to confusion from within the development community in understanding when 5' or 10' was required. At a minimum, all new developments or significant expansions of existing developments are required to construct perimeter street improvements, such as bicycle and pedestrian infrastructure. The width of these requirements is dependent on the following:

- Ownership of the adjacent roadway (i.e., TxDOT, Denton County, City of Denton)
- Active design or construction of an adjacent roadway that includes sidewalk construction
- Roadway classification per the Mobility Plan
- Required bicycle improvements per the Bicycle Map in the Mobility Plan
- Design requirements of the Transportation Criteria Manual
- Effective Standard Details at the time of review
- The surrounding context of the area, including the built environment and available right-of-way (including areas to be dedicated) to accommodate all modes of transportation.

In general, all residential or local streets shall incorporate 5' sidewalks on both sides of the street, as bicyclists may use the road to travel. Based on the type of Collector roadway (i.e., residential or commercial), 10' sidepaths may be required to accommodate both bicycle and pedestrian traffic

or design variances may be approved to reduce the sidepath width if on-street bicycle facilities are provided. For Arterial roadways, the minimum width is 5', as long as a 10' sidepath is provided on one side of the roadway. For non-city roadways, coordination with TxDOT may be required to ensure that 5' or 10' facilities are provided in a continuous and consistent manner.

In regard to sidewalk connectivity along FM1515, Airport Road, the proposed improvements by TxDOT incorporate 5' sidewalks on both sides due to design initiation prior to the adoption of the 2022 Mobility Plan. However, a portion of the future Hickory Creek Trail will connect to and follow FM1515 for a short distance. The Parks and Recreation Department may be contacted for more information about this project.

### **EXHIBITS**

Exhibit 1 – Staff Memorandum

Exhibit 2 – Construction Report Schedule

Exhibit 3 – Future Items for Mobility Committee Meeting for 2024