



MEMORANDUM

To: Mayor and City Council

From: Ken Griffin, P.E., Director of Engineering and Public Works

Date: April 14, 2015

Reference: Feasibility Study Contract

2030: Sustainable City Government, Goal 3
Excellent and Well-maintained City Infrastructure and Facilities

Introduction:

This agenda item is presented to consider approval of an Engineering Services Contract with J. Volk Consulting, Inc. to provide professional engineering service for a feasibility study for South Belt Line Rd., South Freeport Parkway and Royal Lane. The feasibility study will examine each roadway separately and provide the city with options for either reconstruction, maintenance or repair. The study will be completed for a total maximum fee of \$161,000.00.

Analysis:

South Belt Line Road from Southwestern to IH 635 was originally a 2 lane asphalt road that was reconstructed as a 6 lane divided roadway in 1987/1988. This section of roadway was designed with 3000 psi 9" thick concrete paving, which equates to a 20 year life span. Our current standards for major thoroughfares are a minimum 3600 psi 10" thick concrete paving, which equates to a 30 year life span.

South Freeport from Dividend Drive to Bethel Road was constructed in phases. The portion from Dividend Drive to Airline was built around 1986 and the portion from Airline to Bethel Road was constructed in 1981. Both sections were constructed with 3000 psi 8" thick concrete, which has a 20 year life span.

Royal Lane was also constructed in phases. The portion from IH 635 to Bethel Road was constructed in 1987/1988 and the portion from Bethel Road to Northpoint was constructed with the Freeport North Industrial Development in 1984/1985. Both sections were constructed with 3500 psi 8" thick concrete paving, which has a 20+ year life span.

All three of the above mentioned roadways had a life expectancy of 20+- years. Over the last 10 years we have worked to maintain these roadways in order to extend their life. However, we are now at the point where repairing sections of the roadway is inadequate to provide the level of

service that these roadways were intended for. With the increased traffic these roadways are at the point where they need to be re-built.

As stated, this feasibility study will examine each roadway separately and provide us with options for reconstruction, maintenance or repair. It will also look at the alignment of the sharp curve on Freeport Parkway at the bridge and the condition of the bridge. Our goal is to smooth the curve out to make a safer transition. We will also look at the feasibility of adding lanes to a portion of South Belt Line.

From this study we will understand our options, whether it be to continue to repair sections or reconstruct the entire roadway sections. We will also be provided cost estimates for all the options provided. The cost estimates will allow us to better plan for the future cost of the improvements.

Legal Review:

This item did not require legal review.

Fiscal Impact:

The fiscal impact of this Agenda item is \$161,000.00 as budgeted in the ¼ cent sales tax fund.

Recommendation:

The Engineering Department recommends approval of this contract with J. Volk Consulting, Inc.